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# Autocar

FOUNDED 1895

No. 3143

Friday, 9 March 1956

Vol. 104

## Keeping Out Climates

**H**OW often the luxury of today becomes the necessity of tomorrow. Especially is this true of the comforts of motoring. Some of the earliest motor vehicles were flattered by the name of carriage (as well as being practically horseless in today's colloquial sense). In spite of the existence for some two centuries previously of comfortable enclosed coaches, the first motorists had to wrap up and brave the elements as a matter of course.

Temperate though the British climate usually is, the car without a simple heater has definitely been relegated to the austerity class. In America, where extremes of climate are more likely to be experienced, full air conditioning with refrigeration and humidifier is now readily available as an extra, and all cars are offered with efficient heaters. A Bentley was seen at the 1954 Motor Show with full air conditioning, but no more has been heard of the equipment. In passing, we may recall the Scribe's story of the Texan who, remarkably, could not afford full air conditioning in his car, but for fear of losing face—and credit—had to drive around all summer with the windows closed to give the impression of being so equipped. Keeping face is not the only reason for sealing off one's car from the outside atmosphere.

Because we are not usually subjected to very low or very high temperatures in England, our cars, like our homes, are often inefficiently insulated as well as inadequately heated. Public authorities seeking to conserve fuels now tell us how to heat-insulate our houses and seal off draughts. Most of their advice would apply very well to cars. Provisions for retaining heat inside the car in cold climates would usually serve also to resist the sun's heat in hot ones.

It requires no expert knowledge to spot the car in which the manufacturer has mounted a heater as an afterthought, or one in which the provision of a heating system has been approached scientifically. The one probably produces a hot spot between draughts in the vicinity of the front passenger, the other a comfortable circulation of warm, fresh air for all the occupants.

In passing, we may comment on the absence, as a standard British fitting, of a simple and valuable device, that corollary, the radiator blind. But this also raises other issues and it must suffice to remark that the cooling area required for summer driving is obviously greater than that necessary in the winter. Again, it should not be supposed that engine coolant is the only possible source of heat for the car interior, even though some well known air-cooled cars are poorly heated.

Ineffective sealing of doors, windows and control runs can easily turn a potentially well-heated car into a draughty and uncomfortable winter conveyance—and one full of dust in dry countries. It is surprising that only recently has sealing begun to receive, here, the attention it merits. Unlike heating, sealing has an all-round-the-year job to do and one that is equally important though different in emphasis according to climate and latitude. Some months ago we referred to the possibility of applying aircraft knowledge to motor vehicles in this context and we note that an American car is now offered with internal pressurization to keep out dust and cold. This may also offer one solution to the manufacturers of enclosed, "streamlined" sports cars, some of which, in spite of exhaust pipe manipulation, still inhale their own exhaust fumes when decelerating.

British cars of medium and small size do not perhaps need to carry the extremes of air conditioning equipment—and the bulk would be an embarrassment—but for home use they should at least have efficient draught-proofing, heating, ventilation and sealing. As the new export drive gathers momentum, models which are destined for cold countries (with a few notable exceptions, among which new Vanguards and Fords come to mind) will also need to carry more powerful heaters and better draught insulation than at present.

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**FACED** with a complete stoppage of printing in London, we were unable to publish two issues in February. This issue, dated 9 March, the second to be printed in France, has not been produced without difficulties. We shall continue to do our utmost to keep faith with our readers by producing the usual number of copies, although some delays and disappointments may prove unavoidable. To any who are inconvenienced we again offer our regrets.



Mr. Christopher Brunner

# PLANNING FOR

## DO WE REALLY KNOW WHERE

LET'S build a motorway. London to Manchester, bypassing everything in between. It sounds good, doesn't it, and oh, so courageous? And it sounds just what is wanted. But is it? Anyone who has had a ringside seat in the fight for roads over the last thirty years has learned humility. He has seen the experts come and go, the plans made and pigeon-holed. He has seen the amateur at work in Mr. Hore-Belisha (as he then was), dotting the towns with fatuous beacons, and he wonders whether there is another Hore-Belisha concealed under the hatchet-faced apparent purposefulness of Mr. Harold Watkinson. And he has seen neglected, also, the men who really *think* about roads, particularly if they think of them in terms of economics, because a half-educated Britain, riding the tide of expense-account prosperity, cannot be bothered to think. The thinkers cannot reduce their theses to *Daily Mirror* terminology, nor their paragraphs to six words of black type apiece: so they are neglected.

Two of them have recently lifted their voices once again, one in this country, the other in America. In the Non-conformist atmosphere of the Council chamber of London's County Hall, Mr. Christopher Brunner addressed the Town and Country Planning Association National Conference on the subject of "Roads and Road Transport." Mr. Brunner is a past president of the Institute of Transport and is currently the biggest noise in Shell-Mex and B.P., Ltd. His Paper, *The Ideal Road System and Its Economy*, produced about ten years ago, is a thoughtful masterpiece on the subject far over the heads of nearly all of our politicians and of a good proportion of the public. The extraordinary thing about Mr. Brunner is that he retains his public-spiritedness; prophets have cried in the wilderness before, but their crying does not usually involve the hard cerebration that goes towards Mr. Brunner's advice regarding roads.

Mr. Lewis Mumford is an American holding many honours, national and international, and many of them concerned with planning. Superficially, one would judge that, in America, he and others like him have been listened to more attentively than Mr. Brunner; America has at least built some modern roads. But to judge from Mr. Mumford's latest outpourings on the subject the listening has not been sufficiently intent. In a splendid series of articles in *The New Yorker* he tears current road notions to shreds in terms of their relevance to New York. In the forty or fifty years before anything is done about London, it might be salutary for some of the thoughts of these two experts to be urged on the elected representatives of long-suffering road users.

I was present at the Town and Country Planning conference and it was obvious that Mr. Mumford's views were going to provide the Government with a heaven-sent opportunity for further stalling. Whether or not someone had sent Mr. J. D. Profumo, Joint Parliamentary Secretary of the Minister of Transport and Civil Aviation, a copy, or whether he had got around to it via another route I do not

know, but with the aid of the politician's gesture, an Establishment accent and a Westministerial wordiness he said that, to judge by the way some critics of present progress talk, one might imagine that the construction of new roads and improvement of existing ones was simply a matter of having sufficient money, and that once it was provided the road-builders could get going. Members of the Association, Mr. Profumo pontificated, would know how distorted was this view. To start with, there was the relationship between roads and planning generally to be established . . . (considerable enlargement on this theme) . . . *It would be no use improving the routes between the large urban centres if nothing were done to improve conditions inside these centres* (My italics).

This is an impeccable reflection, but it is a new one for British politicians and can be commended to more of them. But they might also be warned well in advance that it should not be made a further excuse for dilatoriness in road construction. Even the lay public are getting wise to these tactics. None the less, Mr. Mumford's scathing remarks about unprincipled planning bear repetition. How the words hit home to those familiar to London!

"Already, after ten in the morning, a reasonably healthy pedestrian can get across town faster than the most skilful taxi-driver."

He is concerned with the persistent building upwards of New York (the multi-story blocks are changing London's skyline):

"It would take a great mind indeed to decide which set of planners is more irrational—the people who are piling up high structures in the overcrowded business districts of our cities, or the people who are creating cross-country expressways that dump more traffic into them."

Manhattan, he says, will soon be in the same predicament as imperial Rome; it will have to banish wheeled traffic from the midtown area in daytime, as Julius Caesar did, which would mean, as in Rome, the delivery of goods by night. That might temporarily relieve congestion, but it would permanently increase insomnia, as Juvenal sardonically noted after Caesar had issued his traffic ordinance.

Mr. Mumford calls for a wider view, recalling Benton MacKaye, who fathered the Appalachian Trail. MacKaye remarked that, to relieve the congestion of traffic in Times Square, New York, it might be necessary to re-route the flow of wheat through the Atlantic ports. That is the way to think. In London's terms you might say that to relieve the congestion in Fenchurch Street it might be necessary to switch export activities from the sterling to the dollar areas. Think that one out.

His remedies are long-term and not inspiring either to the vote-seeking politician or to the middle-aged; only the public-spirited are likely to be attracted by them, and public spirit never yet moved mountains—it takes Mammon or the electorate to do that. In brief, he advocates decentralization, a move that has set in with the opening of American department stores, in every way comparable with the head store in New York, in suburban towns, usually with car parking facilities. Such a move is not yet evident over here, London stores clinging to the snob value of their address. If Smith and Brown of Oxford Street were also Smith and Brown of Reading, Brighton, Southend and Colchester, Smith and Brown would lose a lot of *cachet* custom. So they are usually Jones Bros. of Reading, Robinson and Son of Brighton and Everybody's Stores of a dozen other places; look at the a.g.m. of the parent company and you will see the structure.

Mr. Mumford, it will be realized, is at least dealing with stage two of traffic congestion—after the brave new roads,

# CHAOS

## WE ARE GOING? WE OUGHT TO . . .

the unfolding cloverleaves and the treble-decker bridges have attracted the traffic, raised the standard of living, and made a nation of pedestrians into a nation of motorists. Then comes the terminal congestion. Great Britain is finding it difficult to get moving towards stage one, and that was the theme of Mr. Brunner's remarks: "Britain has completely failed to understand the need . . . and capital expenditure on modernizing the road system during the past quarter of a century has in consequence been negligible."

At first glance this looks like a restatement of the widely held belief that there are no real economists at Westminster, a belief bolstered in the first place by (a) Mr. Macmillan's preliminary vapourings on the current inflation, and (b) Mr. Gaitskell's equally vapid remarks about public ownership a week later. The fact is, of course, that Westminster's economists are politicians first and economists afterwards, and that is precisely the reason why the roads have not been modernized; there isn't a vote to be gained from them compared with free milk.

The Shell director has a knack of remembering facts to be used later as ammunition, often against the uterers. For instance:

"To glimpse the near-future for a moment, the Minister of Transport has estimated that in three years' time another 1½ million vehicles will have been added to the existing vehicle population of 6 million. What, in fact, 7½ million vehicles mean is that, if spaced evenly over every mile of highway, road, street, lane and cul-de-sac in the country, there would be only some 40 yards between each of them."

### And on finances:

"Today we are spending on the roads only approximately one half, in actual purchase value, of what we were spending in 1939, despite trade and industry's greater need for a modern road system. Furthermore, far larger taxes are levied on road transport—more than £400 million in the current year compared with less than £100 million in 1939."

### Neither political party escapes:

"There has been no shortage of plans, both immediately before and since the end of the war, to put the roads right. In 1935, a £100 million five-year programme was announced, but the work did not move forward on schedule. Many projects, intended for completion before the war, are indeed now included in the latest plans. The Labour Government's 10-year programme, announced in 1946, and designed to include motorways, did not even reach the stage of financial authorization, let alone expenditure. In 1953, a Conservative Government produced a £50 million programme for new road construction which has now been incorporated into the new Boyd-Carpenter proposals.

"What one looks for now is the desire, the will and the capacity to put some of the plans into execution, and to get something done."

London to Yorkshire, it will be recalled, is the line of the first (planned?) motorway. Industrialists, Mr. Brunner amongst them, believe with very good reason that the South Wales to the Midlands motorway is more important. South Wales produces the raw materials of manufacture—coal and steel—and the Midlands manufactures the goods, many of which are shipped from Cardiff, Swansea, Neath and Port Talbot; to and fro traffic—heavy goods traffic—is considerable. And Mr. Mumford would point out that a motorway into London from up North will merely feed more and more traffic into London. But which sounds better to your constituents? "We are building . . . (pause for effect) . . . a 200-mile motorway for express traffic from the Metropolis to the North of England," or, "We are building a road for heavy vehicles plying from the South Wales ports to Birmingham."

It so happens that Mr. Brunner knows all about the costs of this particular motorway because he has investigated the economics of it. Total sum involved is £37,400,000, of which nearly £11,000,000 is for the Severn Bridge. The actual savings in transport operating costs which the motor-

way, the bridge and the ancillary road improvements would yield, would be £4,000,000 a year, or 10 per cent of the capital cost. You would think that this would attract if only as an investment; but no . . .

In the meantime, as Mr. Brunner says, "the present state of the roads between South Wales and the Midlands may be compared with an almost impassable no-man's land dug between two wings of a factory engaged upon a co-ordinated process and employing the most modern methods in each wing. No greater obstacle exists to the further industrial development of South Wales."

A modern road system pays for itself. In this country it is estimated that if vehicles could make their present journeys by a new highway direct from point to point there would be a time saving of 40 per cent; additionally, there would be substantial savings in petrol, oil, tyres, and wear and tear. Every mile of motorway built in Britain could save up to £25,000 a year in transport costs.

Belgium has found that tyre wear is reduced by 50 per cent and that there are savings of 10 per cent in fuel, 35 per cent in maintenance and depreciation and 25 per cent in accidents. Holland has found that motorways pay for themselves in five to ten years, and the U.S.A. also puts a ten-year limit on the time required for a motorway to pay for itself. Why does not Britain follow suit? Have you ever tried to teach the *average* citizen of this country what amortization of costs means?

"Planning for Chaos" was the heading chosen for this article. The choice was deliberately ironical because two things are apparent from British efforts. First, there is no planning except to capture the biggest number of votes for the least possible expenditure, and second, even if one accepts what the Ministry calls planning, it will without doubt lead us straight into the mess that America has got herself into.

In the meantime the farce continues. Mr. Boyd-Carpenter, a politician if ever there was one, talked big stuff and motorways almost *ad nauseam* for the short time that he occupied the post of Minister of Transport and Civil Aviation. Mr. Harold Watkinson, aided unwittingly by the photographic and news agencies, skilfully creates an impression that he is a man of action by peppering the Slough area with a new traffic sign. But at the same time he tells the Metropolitan borough engineers and surveyors that "right priorities" in road expenditure are the widening of bottlenecks and tackling black spots, thus improving traffic flow along existing routes.

He pointed out that it was not finance that was short but resources of men, machines and materials. There speaks the politician paving the way for another failure to implement a promise. Listen to Mr. Brunner on the same subject:

"With the constructional part of the defence programme nearing completion, the civil engineering industry is fully prepared for any major task of road building. Leaders of the industry have stated publicly that they have the plant, equipment, materials and labour immediately available. A year or two ago, alleged shortages, particularly of materials, were often given as a reason for deferring the initiation of an adequate road modernization programme. That particular objection no longer applies."

And there, patient road users, I leave you, a confirmed cynic as to politicians and their intentions regarding roads. But let me leave you also with another of Mr. Brunner's bull's-eyes:

"Nor can the rate of progress even on the present meagre road programme be considered satisfactory. Part of it includes 53 miles of motorway from near St. Albans to near Rugby, and 'may' be finished in 1959—a construction rate of 1½ miles a month. No Bannister four-minute mile here!"

"Yet, during the war, in airfield construction, the equivalent of three thousand miles of dual carriageway roads were completed in three years."

MICHAEL BROWN.

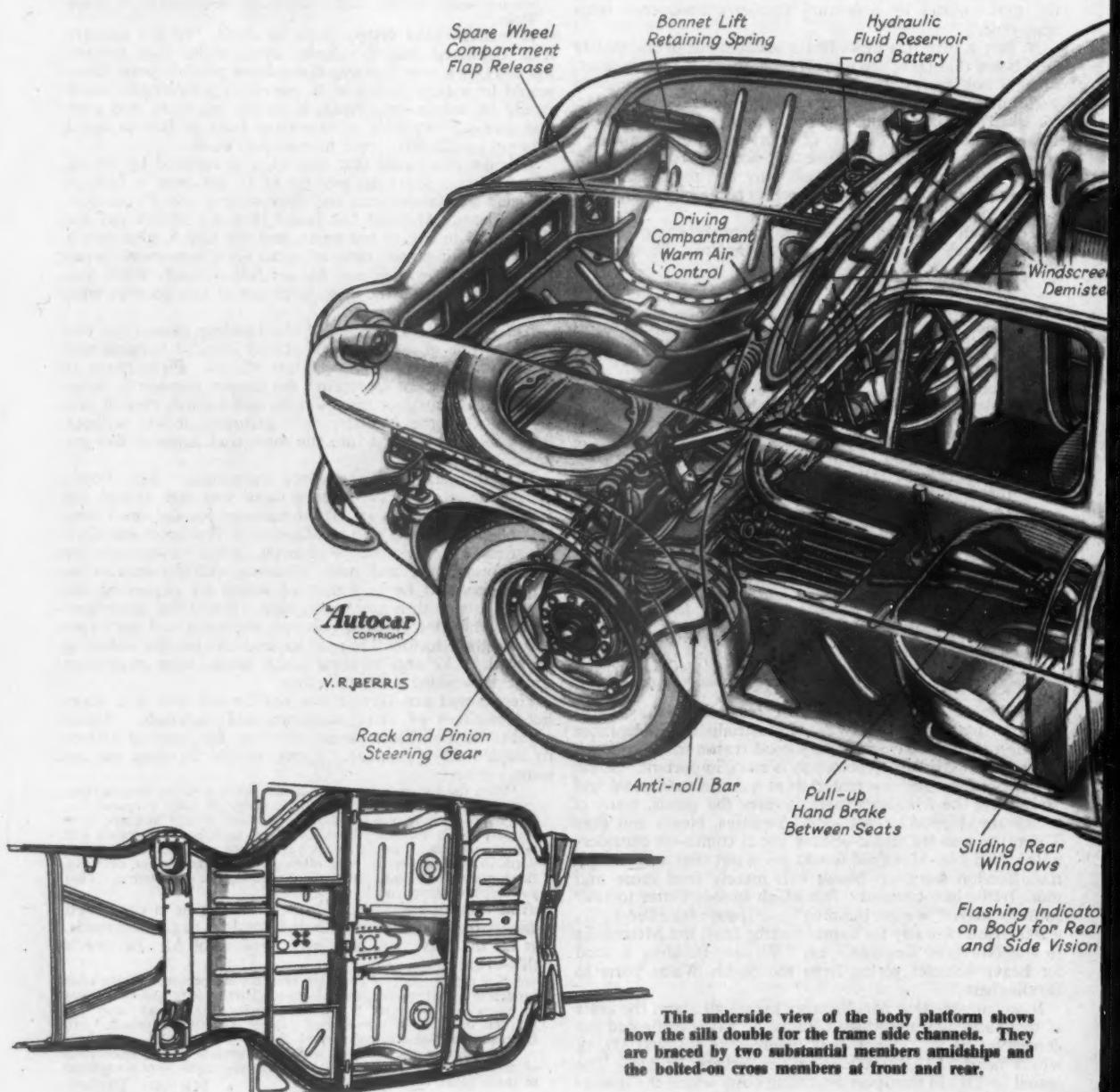
# Presenting the DAUPHINE

REAR-ENGINEDED EIGHT-FIFTY c.c. RENAULT

THE French State-owned factory of Renault decided in 1951 that there would have been sufficient economic recovery in about five years from that date to justify the introduction of a medium sized but spacious car to meet a market between their small 4 C.V. and the 2-litre Frégate, both of which continue in production in their present form. Now in production and named Dauphine, the new car is similar in basic conception to the rear-engined 4 C.V. With a price in France of 554,000 francs, it seems well placed to capture a large part of the market which finds the

4 C.V. too small and the Peugeot 203 and the Simca Aronde too expensive.

The first prototype was completed in July 1952, and after early trials on the company's testing grounds a further small batch was constructed. Collectively the experimental cars have covered more than two million miles of development running. Arctic conditions were sampled in the North Cape area by one car, another car was sent to work in the Swiss mountains and a third in the United States. A fourth went to the sands and hot dusty roads of Africa for tropical de-



This underside view of the body platform shows how the sills double for the frame side channels. They are braced by two substantial members amidships and the bolted-on cross members at front and rear.

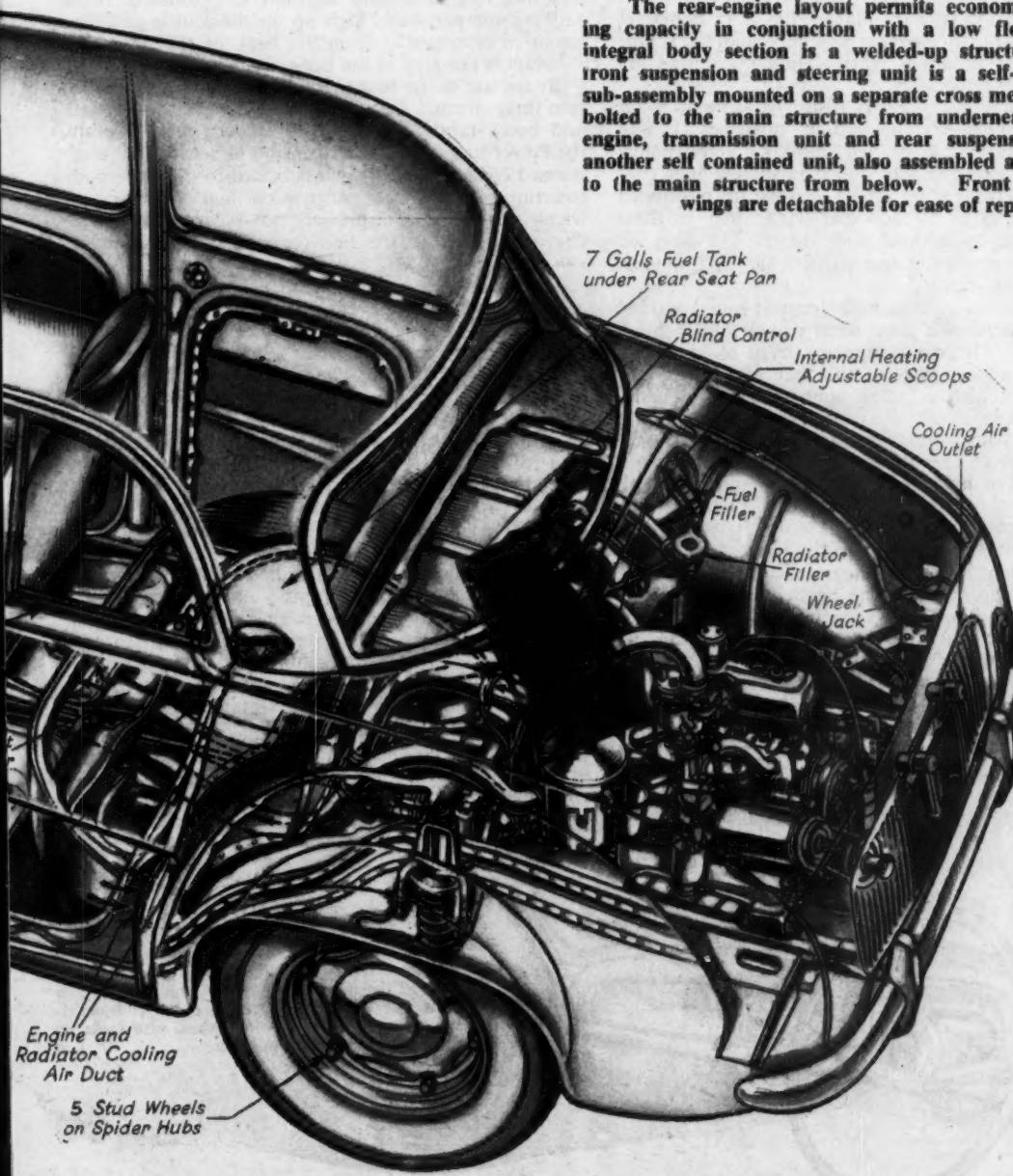
velopment. By December 1955 the first production units rolled off the assembly lines of a new factory built to manufacture bodies for the new cars. The production programme provides for a build-up to 90 units a day during March, a peak schedule of 550 a day should be achieved by December, 1956.

The Dauphine and the 750 c.c. have a fairly large number of common parts, either in their finished state or as raw material prior to machining operations. Strictly identical parts are mainly wheel hubs, rims, door handles and some internal accessories. Certain parts which have been designed specifically for the Dauphine will be progressively used for the 4 C.V. to achieve standardization.

By comparison with the 4 C.V. the wheelbase has been increased by 6½ in.; this has considerably improved the seating capacity. A similar increase in track has



The rear-engine layout permits economical seating capacity in conjunction with a low floor. The integral body section is a welded-up structure. The front suspension and steering unit is a self-contained sub-assembly mounted on a separate cross member and bolted to the main structure from underneath. The engine, transmission unit and rear suspension form another self contained unit, also assembled and bolted to the main structure from below. Front and rear wings are detachable for ease of repair.



On the export model a two-stage air cleaner system is used in which engine air is piped from the forward luggage compartment. In sandy conditions this may result in the luggage becoming dusty.

## Dauphine...

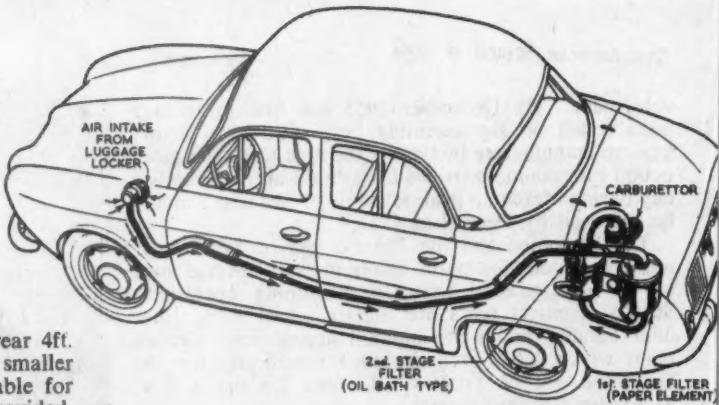
been made, the front being 4ft. 1in., and the rear 4ft. an increase of  $\frac{1}{2}$  in. over the common track of the smaller model. The individual front seats are adjustable for length and angle, separate controls being provided. With this layout there is a floor mounted gear change and the pull-up hand brake is arranged between the two seats. The rear seat is of full width and the rear squab is mounted forward of the wheels and, therefore, the wheel arches do not encroach on passenger space. All four doors are forward hinged; the front doors are fitted with vertically opening windows and adjustable front quarter ventilation lights. Sliding windows are fitted to the rear doors.

The Dauphine is not easily distinguishable as a car with rear engine layout, and it possesses a well balanced appearance combined with good aerodynamic efficiency, which should be reflected in low fuel consumption. Very neat air intake louvres are positioned in the leading edge of each rear wing, entry to them being provided by stepped door panels. Cooling air is exhausted through the rear panel which is provided with vertical louvres.

The rear window is deep, well wrapped round and its sloping back permits a good sized parcel shelf behind the rear seats. The windscreen is curved to bring the sloping front door pillars to the rear of the driver's vision and this, with a falling bonnet line, gives good forward visibility.

One of the shortcomings of a rear-engined layout is that the space available for luggage in the front of the car is usually inadequate. Renault engineers have given this aspect of the design considerable study. The scuttle is a little higher than one normally associates with this layout, but not sufficiently high to affect forward vision, as it has been integrated with the seating position and deep screen. The bonnet is hinged at its forward edge and locking is controlled from the interior of the car. It is held in its raised position by a wire spring clip.

The spare wheel fits horizontally in to a self-contained locker below the floor of the luggage compartment. By operating a pull release in the nose of the compartment a front cover (to which a number plate is attached) swings down and under the nose of the car to expose the spare wheel. After unclipping a "bungy" retainer cord the spare wheel can be slid for-



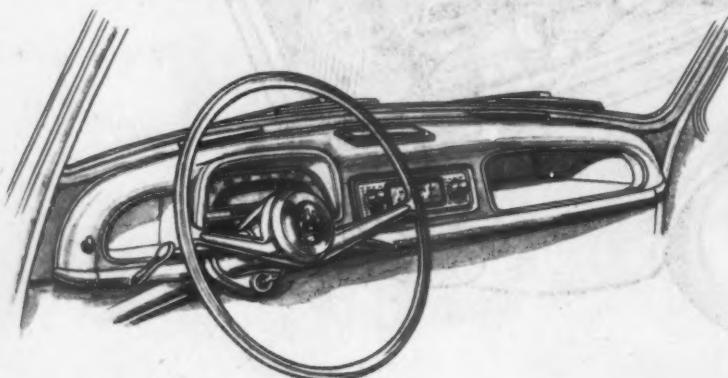
ward and out. The spare is thus completely separate from the luggage and is, furthermore, protected against theft as it cannot be exposed unless the luggage compartment is also opened from inside the car. The battery and hydraulic fluid reservoir are mounted in the luggage compartment, high up on the scuttle and illumination is provided from the back of the head-and-side lamps recessed in the bonnet and rising with it.

By the use of the rear engine layout the car is divided into three distinct units: (a) Stress carrying framework and body, fabricated as an all-welded steel structure. (b) Power unit and rear suspension attached to a deep-pressed cross member which is bolted to the main body structure. (c) Front suspension and steering unit which is built on to a pressed, box-section cross member and bolted to the body structure as a complete sub-assembly.

The main load-carrying members of the integral body are the platform type chassis structure merged with the scuttle and the rear seat pan assembly. The body sills are, in effect, the chassis side members and they follow the body profile, being swept inwards for wheel clearance at the front and similarly at the rear to clear the articulation of the rear wheels. Two deep-channel cross members bridge the structure in the widest part. The front and rear extremities of the floor frame are braced by the bolted-on cross members to which the front suspension and steering assembly, and the rear power unit are mounted. Further stiffening of the floor is obtained from foot wells for the rear passengers.

The front suspension is an orthodox transverse wishbone scheme in which the pressed and fabricated wishbone arms are mounted, in rubber bushes, to a deep box section member. The outer ends of this are formed into top hat sections for attachment of the upper wishbone arms. They also form the top abutment for the telescopic damper and the coil spring surrounding it.

Wheel and hub construction is identical with that of the 4 C.V., the wheels running on opposed taper roller bearings. The hub is riveted to the brake drum to form an integral unit with the five-studied spider member to which the wheels are mounted.



The instrument panel is restrained in layout with all instruments grouped close to the steering wheel. Lamps and the horn are controlled from the column-mounted switch. The starter is operated from the column-mounted ignition switch which also locks the steering when in its "off" position.

9 March 1956

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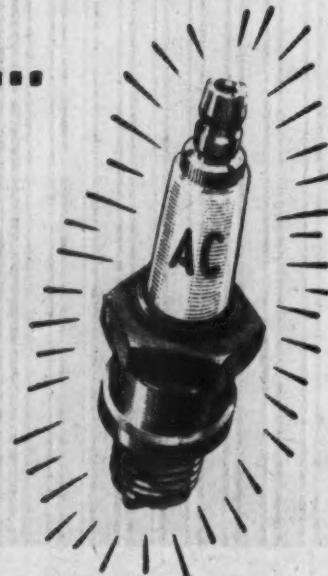
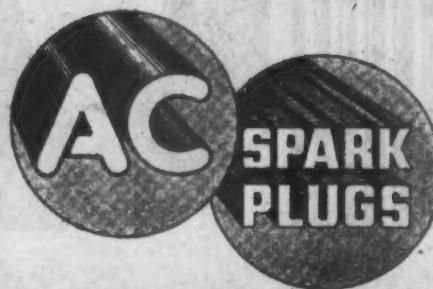


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A forward mounted rack and pinion is interposed between a pair of short ball-jointed track rods attached to the steering arms. A straight steering column terminates in a flexible coupling with the steering pinion and the natural castor action is assisted by centring springs.

The four-cylinder engine is mounted behind the rear wheel centre line. The first motion shaft of the gear box is an extension of the clutch-driven shaft and runs over the differential assembly. The second motion shaft, placed immediately below, carries the final drive pinion at its after end. Thus, in all speeds the drive is indirect, engagement being by a pair of gears on the input and output shafts.

A one-piece casting is employed for the cylinder block and crankcase which contains the removable wet cylinder liners. This has enabled a common crankcase to be used for the 4 C.V. and the Dauphine, as the difference in capacity has been achieved by increasing the bore of the liners from 54.5 to 58 mm., and retaining the stroke of 80 mm. The camshaft is set high in the crankcase and is driven from the end remote from the clutch through a three-stage helical gear drive. The cylinder head is of aluminium alloy with shrunken-in valve seats. A modified bath tub combustion chamber in conjunction with vertical valves is used. The water pump and fan are driven from a pulley mounted on the transmission end of the camshaft.

The clutch is of single dry plate type and is operated mechanically through a cable and conduit system. As on the 4 C.V. a Ferlec automatic electro-magnetic clutch (which dispenses with the operating pedal) is available as an extra.

Rear suspension is identical with the 4 C.V., being of the swing axle type in its simplest form. Power is transmitted from the differential assembly to the wheels through a pair of universally jointed shafts. Each is surrounded by a trumpet casing which is pivoted to the differential housing by trunnion arms. These arms permit movement in a vertical plane and also control the forces produced by acceleration and braking. Rear suspension is by coil springs and telescopic dampers mounted directly on the swinging axle tubes and fixed at their top ends to the channel section cross member which also carries the front mountings of the power



The deep, wide window provides good rearward vision. Flashing indicators are mounted on the side of the body, visible from the rear and sides of the car. The vertical louvres on the rear panel are for exit of cooling air.

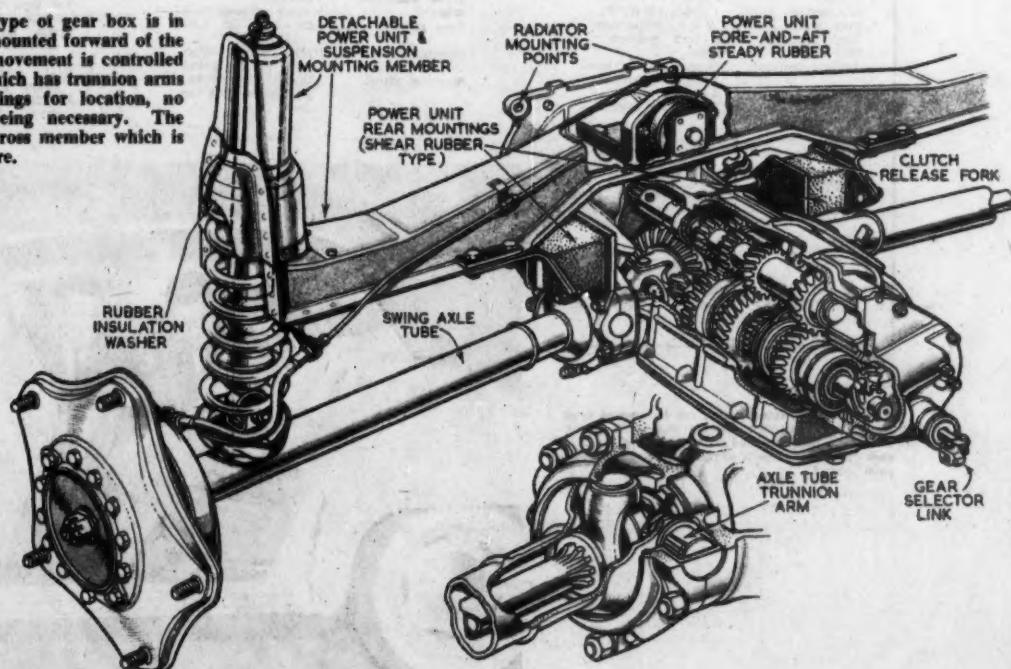
unit assembly. This cross member is attached to the main body structure by two bolts at each side.

Bendix type brakes with Lockheed hydraulic operation use leading and trailing shoe construction for front and rear. The drums are 9 in. dia.—ample dimensions for a car weighing only 11½ cwt.

The radiator, mounted high above the clutch housing, incorporates a roller blind for temperature control. To harness the flow of radiator-warmed air in winter, scoops, which surround the fan, deflect the air into the heating system; in summer the flow can be cut off simply by opening two hinged flaps. From this ducting, air is led forward to openings at floor level, near the passengers' feet, both at front and the rear. At the front there is an adjustable flap to permit the warm air to be directed to the base of the windscreen for defrosting.

The seven gallon fuel tank is housed beneath the rear seat pan and the filler, in the engine compartment, is reached through a lift-up lid designed to stay open without the use of a special strut. The jack and starting handle are secured by clamps to one of the side panels in this compartment.

The constant counterhaft type of gear box is in unit with the final drive and is mounted forward of the rear wheel centre line. Wheel movement is controlled by the simple swing axle tube which has trunnion arms operating in needle roller bearings for location, no assistance from radius arms being necessary. The radiator is mounted above the cross member which is bolted to the main body structure.





The spare wheel is housed behind the hinged cover and number plate at the front.



The forward hinged bonnet for the luggage compartment incorporates the head lamps

## ROAD IMPRESSIONS

I was fortunate to be invited by the Renault company to fly out to Corsica in January to carry out tests of the new car. At Ajaccio, in Corsica, we were met by officials of the Renault company, who had set up a small headquarters complete with three of the prototype cars.

The roads in the southern part of Corsica are narrow and tortuous with poor surfaces, and they proved ideal for assessing the capabilities of the car. The only features which seemed lacking were fast straights and long open bends, which would have enabled the maximum speed handling to be investigated.

The 49in. width at elbow height, in conjunction with the two bucket seats provides adequate room for passengers whose size is above normal. On taking the driving seat one's first impression is that the scuttle could have been lowered slightly with advantage, but the aim of the designers in providing luggage capacity in excess of that of the average rear-engined car must not be forgotten. The one disadvantage of this forward luggage stowage is the need to lift cases over the front wings, because of the forward hinging bonnet. Easier access would have been achieved by hinging it at the rear, but Renaults were reluctant to lose the safety factor in the event of accidental unlocking. The only criticism of the controls is that the gear lever could have been placed farther to the rear with advantage, thus avoiding a long reach in the forward gate. The clutch and brake pedal pads are small in diameter and could have been lifted nearer to the ball of the foot.

It is difficult not to draw comparisons with the smaller 4 C.V. when assessing the road-holding of the Dauphine, particularly as the same basic suspension layouts are used. There is no tendency to pitch, and this is undoubtedly due mainly to the 63in. increase in wheelbase. On very twisting roads, when corners were taken in a series of slides, it was almost impossible to detect any rear end steering effects caused by oversteer. Obviously the rather large tyre differential of 13 lb. per sq. in. at the front and 224 per sq. in. at the rear, has considerable bearing on these properties.

A surprising feature was that when a comparatively heavy passenger, weighing some 15 stone, sat in the rear seat the handling characteristics did not change.

Gusty side winds on the coast roads did not throw the car off-course, indicating that the aerodynamic form of the body is good.

Altogether I drove some 280 miles during these tests and the nature of the country is such that the majority of this mileage was covered in the intermediate gears. The terrain can be judged from the fact that, in spite of the absence of traffic, it was possible to get only 36 miles into the hour when driving very hard. Under these conditions the measured fuel consumption was 35 m.p.g., and from this it can be expected that the maker's claim of 43 m.p.g. at an average speed of 40 m.p.h. under normal conditions could be achieved.

Opportunities for maximum speed were few, but a speed of 110 k.p.h. (68½ m.p.h.) was recorded; this figure could probably be improved slightly with a longer straight run. During one of the descents of the mountainous roads the brakes were given a very severe test by leaving the braking until the last minute at every corner and accelerating as hard as possible to the next. This sequence was kept up for approximately 20 minutes; at the end of this period the brakes had not deteriorated; no loss of effective pedal travel could be detected, nor were increased pedal loads necessary.

One of the test cars was fitted with a Ferlec magnetic clutch. On this, take-off gear is selected and drive commences at the cut-in point of the dynamo. To change gear it is necessary only to move the gear lever, which incorporates an electrical drive-cut-out switch in its base. Although changes can be made without throttle alteration, it is better to adjust the throttle position to suit the transmission speed. Very quick changes can be made and the take-up time is short. One disadvantage is found in getting away on a steep incline; the engine will stall if it is developing insufficient torque at the dynamo cut-in point. This can occur, for instance, if a second gear get-away is attempted with full load.

With the advent of the Dauphine, competition among the small European cars will become very keen. While the engine of this new model is a little fussy, its location is difficult to detect from the front seats but a little more obvious to the rear passengers. Renault engineers have evolved a car possessing a lively performance combined with economy and road-holding with which it would be very difficult to find fault.

## SPECIFICATION — RENAULT DAUPHINE

Engine	Chassis	Dimensions
No. of cylinders	4 in line	Wheelbase 7ft. 6in.
Bore	58 mm (2.25 in)	Track 4ft. 1in.
Stroke	50 mm (3.15 in)	Front: 4ft.
Displacement	81.5 cu. in. (845 c.c.)	Rear: 4ft. 11in.
Valves	O.H.V. push rod	Overall length 12ft. 11in.
Comp. ratio	7.25	Overall width 5ft.
Max. power	30 b.h.p. gross; 26.5 b.h.p. nett	Overall height 4ft. 9in. (unladen)
R.p.m.	4,200	Ground clearance 6in.
Max. b.m.e.p.	142 p.s.i. (gross)	Turning circle 27ft. 6in.
R.p.m.	2,000	Kerb weight 1,324 lb. (118 cwt)
Carburettor	1 Solex 28 B.I.T.	
Fuel pump	S.E.V. diaphragm	
Tank capacity	7 Imp. gallons	
Oil filter	None	
Cooling system	Pump and fan, pressurized radiator	
Electrical system	6-volt	
Battery capacity	90 amperes-hour	
Transmission		
Clutch	6in. dia. single dry plate (Ferlec. opt.)	
Gear box	3 speeds (synchromesh 1nd and top)	
Overall ratios	Top 4.67 Second 7.91 First 16.21 Rev. 16.21	
Final drive	Spiral bevel (ratio 4.37 to 1)	
Dimensions		
Brakes	Bendix-Lockheed L. & T. shoes front and rear	Wheelbase 7ft. 6in.
Drum size	9in. dia. x 1.18in. wide shoes	Track 4ft. 1in.
Suspension	Front: independent coil and wishbones	Front: 4ft.
	Rear: independent coil and swing axle	Rear: 4ft. 11in.
Shock absorbers	Telescopic	Overall length 12ft. 11in.
Wheels	5 stud pressed steel	Overall width 5ft.
Tyre size	6.00-16in. or 6.20-15in.	Overall height 4ft. 9in. (unladen)
Steering	Rack and pinion with return spring	Ground clearance 6in.
Steering wheel	15in. dia. two-spoke; $\frac{1}{2}$ turns lock to lock	Turning circle 27ft. 6in.
Data		
	Top gear m.p.h. at 1,000 r.p.m. 16.1	
	Torque lb. ft. per cu. in. engine capacity 0.942	
	Brake surface area swept by linings 133 sq. in.	
	Weight distribution Front: 59.5 per cent dry Rear: 60.7 per cent	

Passenger accommodation can be assessed from this cutaway side view showing four adults seated. The floor is rubber covered and there are trim panels in each door, the remainder of the inside structure being paint finished.



# BUYING A PUP

## Systematic Inspection for the Used Car Buyer

The second-hand car market is generally and rightly held to be one of the more difficult for the inexperienced buyer; the following account of a systemized approach to a possible purchase will help those who lack confidence in their ability to detect a bad bargain before it is too late. It may be added that firms of repute will not jeopardize their good name by the shady sort of practices of which one hears whispers now and again; and the only real bargain is the car which turns out to be worth what one had hoped! The author states that his specialized method of testing is the subject of a copyright.

First impressions are notorious-ly important, and quite often fallible, particularly when one is dealing with used cars—let us not overwork the optimistic "secondhand", lest some unfortunate owner of an "ancient" be stricken with hysteria. A vendor is inefficient if he does not make the most of his wares, and when a car is offered for sale, there is every reason to expect that its appearance and performance are at their best.

It is well, therefore, not to allow that first favourable sight of immaculate cellulose to dull your critical faculties. Equally, do not let your enthusiasm for a certain make or model blind you to the condition of the particular car under consideration. It may be that the 12 h.p. Blaster of 1938 was an outstanding vehicle with unusual and desirable characteristics, but this is of little value if the car you are offered is a racked-out monstrosity, long since divorced from these or any other worth-while attributes.

Even an experienced engineer can be deceived if he makes assumptions—the only reliable method of assessing the condition of a car is rigidly to follow a pre-determined sequence of testing and consider impartially the results, taking into account the severity of the defects (for there are certain to be some) and how readily they may be rectified or overlooked.

It must be remembered that spares for many earlier car, if obtainable at all, can be purchased only at 'exclusive' prices from car breakers or from manufacturers of "pattern" replacements. With present labour charges, it is only too easy to under-estimate the cost of repairs. Keeping these rather pessimistic but necessary cautions in mind, we can proceed to the actual examination of a selected vehicle and, for convenience, I would recommend the tests be carried out in two parts—the Garage Test and the Road Test. As the aim of the

work is to disclose major faults in a motor vehicle to a comparatively inexperienced purchaser, it is suggested that the key letters RISE AS TAPES may be kept in mind as the inspection proceeds. Consider first the Garage Test with the car stationary. Rusting is the most widespread and serious fault in used cars to-day. Put the vehicle on a hoist or get underneath—and omit no part of this test because of an excellent external appearance. Check all the lower portions of the body underneath the doors, wings and valances; inspect the floor of the body and boot, lifting any covers or carpets. Particularly examine the body/chassis where it passes over the rear axle and the attachment of the springs to the body/chassis at the rear. Corrosion of any main members is a serious defect, difficult and costly to repair—with a modern light-gauge "chassis-less" construction it may create an impossible problem. Note the paintwork and tyre condition at this stage.

**Interior.** Dropped doors (lift them to test), worn pedal pads and frayed upholstery (under loose covers) are better guidance of a hard life than a possibly optimistic speedometer mileage. Check the condition of the floor if this has not already been done. **Steering**—immoderate backlash (free movement) on the steering-wheel indicates wear in the linkage or steering box. Push and pull the top of the front wheels—more than 1/4 in. sideways rock shows worn king-pins, wheel bearings, or links of the independent suspension (this test is easiest if the front wheels are jacked up).

**Engine**—raise the bonnet and look for frost cracks or repair patches on the cylinder block. Remove the dip-stick and examine the oil on it for globules of water;

remove the radiator cap and note any signs of oil in the cooling system—either fault suggests a cracked cylinder casting. Check the battery compartment for acid corrosion. Does the engine start easily from cold? Feel the temperature of the radiator header tank before making the test. Speed up the engine and note whether fumes issue from the oil filler, or blue smoke from the exhaust—both signs of cylinder bore wear. Listen for the rattle of worn bearings as the engine speed is gradually increased.

**Then for the Road Test.**— Accelerate and decelerate (remove the foot from the throttle without braking) in each gear; any tendency to jump out of gear is a serious fault. Noise in the lower gears indicates wear.

Stop and restart on the steepest hill available. Are the brakes smooth and powerful? Does the handbrake hold properly; does the clutch engage with judder? Any fumes from the engine or a slipping clutch during the restart?

**Transmission**—drive as slowly as possible in top gear and listen for the rattle of worn universal joints on the propeller shaft.

**Axle**—a humming noise on the drive or over-run (when the car "drives" the engine as on a down-hill stretch) indicates a worn or badly adjusted rear axle crown wheel and pinion assembly, but this must be checked towards the end of the run when the oil is hot and thin.

**Performance** during the test depends upon the type of car, but particularly note, and diagnose if possible, any vibration, noise or fumes.

**Electrical**—test the action of all the electrical components, starter, lamps, horn, indicators, warning lights, gauges, dynamo, heater, radio, and the like.

**Spares** availability, body/chassis condition, mechanical condition, repairs and replacements necessary, must all be taken into consideration. Remember that condition depends upon usage and not age. Finally, after purchase and before driving away, do see the insurance is in order—the minimum penalty for no cover is the loss of one's licence.

F. K. S.

### Fuel Tax and Inflation

**C**HAIRMAN of the British Road Federation, Lord Derwent, has asked the Chancellor of the Exchequer to cut the tax on motor fuel in the next budget; this, he said, would have the effect of lowering the cost of living and raising the value of money, two essential weapons in the battle against inflation.

In a letter to Mr. Macmillan, Lord Derwent said: "There is surely no tax so universal in its damaging impact as the duty on motor fuel. It is an ingredient in the price of goods in shops, the cost of goods for export, and in the fares charged to an immense number of people by the public transport system."

Lord Derwent pointed out that without a healthy motor industry our present living standard certainly

could not be maintained, and the industry was dependent on private motorists, most of whom used cars for professional or business purposes.

Between 1950 and 1952 the tax on motor fuel was raised from 9d. to 2s 6d., which hastened inflation, said Lord Derwent; he added that a tax which trebled the wholesale price of a commodity essential to trade, industry and the public could never be justified.

For too long now fuel has been maintained at its present scandalously high price; the Government is known to be painfully reluctant to relax any readily collected source of income. Soon, however, a reduction in the fuel tax may become necessary.

## Disconnected Jottings

BY THE SCRIBE

### Knobs On

**I**N the psychology of car design the gear lever knob should loom—figuratively speaking—large, for there is a sense of well-being and control to be obtained from the right feel for a gear lever. I would give, from this point of view, full marks to the big round ball of the Citroen 2 c.v. and the pear-shaped knob of the M.G. Magnette with its clear white diagram atop. Likewise, those triangular shaped knobs in amber which grace the best Italian cars have a certain something about them which the rubber tennis ball will never have.

Tennis ball, did I say? What a libel on an excellent use of rubber! The rubber gear lever knob which I would execrate in that connection is the filthy gadget that leaves the hands black after a month or two of use, by which time it has begun to perish, and that waggles about like an apple in the orchard on a windy autumn day. Down with the apple, I say, and up with the pear, and it is needless to remind you that I am talking only in terms of central gear levers. The nasty little stalk on the steering column can have what it likes for manipulation; by the general feel of such systems I should think one might tie a knot in the end of it to give the requisite grip. Spaghetti; tchah!

### Earthy

**A**AS a lover of pre-history I thought I should be shocked when a colleague of mine remarked that earthworks were boring. But come to think of it, so they are, for they are mere conformations of the landscape that, with the aid of a good deal of imagination, can be peopled with prehistoric tribes lighting fires, cooking, be-sporting themselves or just lying around in the sun as one imagines that prehistoric tribes were wont to do. Or maybe, following the example of their more enlightened descendants, killing each other.

Anyway, I was glad to find that I was honest enough to agree, and we came to the conclusion that the prehistoric earthwork was of value because the ancients sited them in nice places, where there is plenty of room to park a car, and where the tramp round the perimeter is made well

worth it by the height of the earthwork above the surroundings. Accordingly we put on the list for the spring (when it comes) Mai Dun, Blewbury Down, Old Sarum and Uffington Castle. Who's for the sky, the wind and the soft hiss of the downland grass left yellow by the long, long winter?

### Yattendon

**T**HAT horrifying tragedy of the disused well at the Berkshire village of Yattendon reminds me that the area was always notorious for the depth of its wells, lying, as it does, on the chalk overlay of the Berkshire Downs. There are chalk caves in the village, too, running fifty yards or so under a green hill to the east. Chalk mining, to judge from the last time I was in those caves, must have been a dangerous game, for there were no pit props, yet three out of four tunnels had collapsed. However, as the workings were very old indeed it may be that the props had been taken away for firewood.

Anyway, the village itself, for all the grimness of its recent history, is delightful, old cottages bordering the main square in which an ancient elm still manages to struggle to life each spring. The Royal Oak stands on the square and the inn sign is painted by a local artist of repute. Yattendon is the burial place of Robert Bridges, Poet Laureate, and had another poet for its incumbent at one time—Canon H. C. Beeching, who wrote "Going Down Hill on a Bicycle". Bridges is perhaps best known for his *Testament of Beauty*, though I prefer his "When men were all asleep the snow came flying," which is the first line of "London Snow".

Yattendon has lost, of recent years, a great tradition of culture. Twenty-five years ago it had an orchestra, a first-rate choir, a Shakespeare reading class and an amateur dramatic society of calibre. Artistic talent was fostered by the artist who painted the inn sign, along with his wife, who was a talented etcher. I would not say that the place was devoid of culture now, but like elsewhere it tends to be the synthetic stuff of the TV set rather than the genuine homespun of local initiative.

### Smitty Writes

**O**DD things are used for cheques at times, I believe. Recently one was honoured that was written on the shell of an egg. Odd things, also, are used as notepaper for letters to *The Autocar*, to judge from an example in front of me. It is a paper table napkin for Smitty's Drive-In on Route 309, Quakertown, Penna., and it is embellished by a drawing of a Stutz Bearcat as well as an assurance that you and I, if ever we are driving along Route 309, can expect Fast and Courteous Curb Service. Smitty also attaches a book match cover with his telephone number and an advertisement for Pizza Pie. He wants a rally navigation device and I hope he gets it; it would be sad if our initiative was not the equal of his.

### Racing

**N**O one could call me a keen racing man, but for the life of me I cannot see why the debt owed to racing should be so grudgingly acknowledged. As I drive a fast car along the road I am continually aware of how much my smooth and safe progress, particularly fast round corners, is owed to the race circuit. Racing is bunk, a manufacturer is supposed to have said in effect recently, complaining that it forced him to make cars that were of use solely on the circuit, a waste of time and effort, etcetera. Not a bit of it; his production models fully reflect the experience that he has gained on the circuit.

The point is that high speed is necessary in order to develop the safety characteristics of cars, and if the leading manufacturers (in the technical sense) do not indulge in racing then they will have to build cars to go equally fast somewhere else in order to learn the vital lessons. In that case they might just as well build them to compete against their rivals, getting the prestige therefrom as well as a share of the prize money. What happens when fast cars are built from theory only? The laws of libel prevent me from quoting one or two howlers that have happened that way in the (fairly recent) past.

# Memorable motoring

A full four seater saloon body. Maximum speed of over 110 M.P.H.

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Standing quarter mile in 18.4 secs.

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**JENSEN "541"**



JENSEN MOTORS LTD WEST BROMWICH ENGLAND



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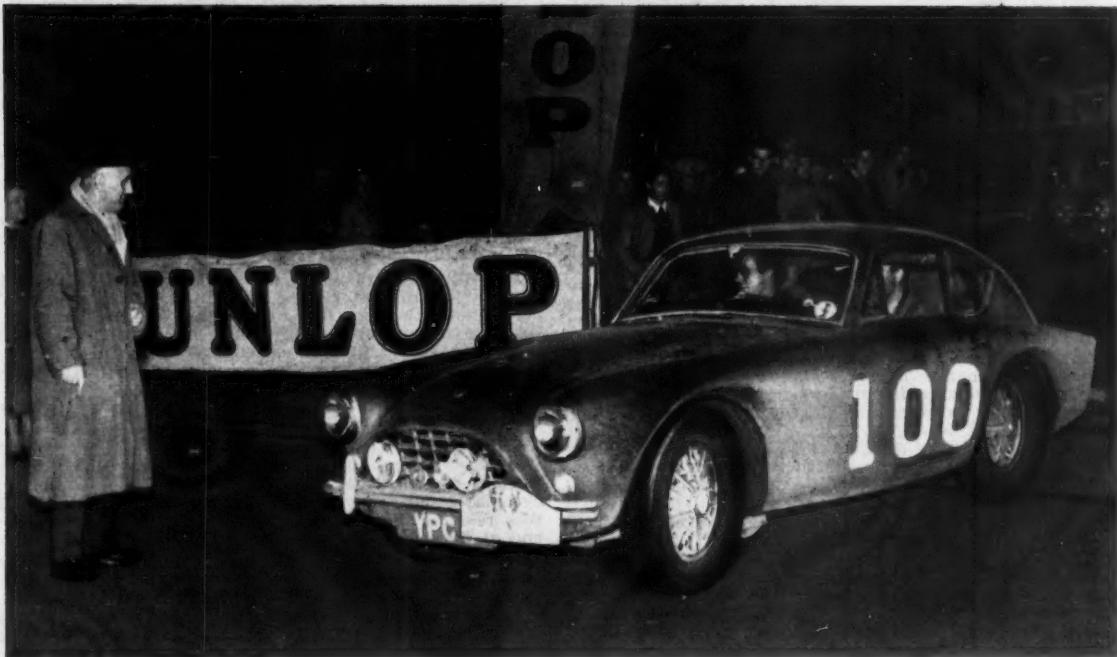
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Belated arrival in the *parc fermé* at Monte Carlo. The Aceca, resprayed with French mud, reaches the Rally finish, several hours late.

## Sampling the Aceca

AMONG the interesting cars which, by reason of their handling and performance, are sought after by enthusiasts, there are always one or two which, produced in small numbers, remain throughout their lives hard to get—or, at any rate, not easy to sample. Like caviare, they maintain a scarcity value and a few establish for themselves, largely on hearsay, a formidable reputation which may or may not be well founded. Numbered among this coterie of uncommon cars is the A.C. Aceca, the lines of whose coupe bodywork are among the prettiest currently produced in this country.

The opportunity occurred recently of becoming acquainted with one of these cars over nearly 4,000 miles of varying Continental roads during a run to Lisbon and on the Monte Carlo Rally itself. Though, at roughly 3,000 miles, the rear dampers became inoperative and handling suffered considerably thereby, a familiarity and affection for the car developed which put it on the short list of Cars I Would Like to Own.

The six-cylinder, 65 x 100 mm, 2-litre engine was first produced as far back as 1922 and since then has been progressively developed until, in the Aceca, it produces 90 b.h.p. Light alloys are used extensively and the engine retains the wet liners, the five-bearing crank-shaft and the chain-driven overhead camshaft; carburation is by three horizontal S.U. carburettors. Two three-branch, steel tube exhaust manifolds feed into a dual silencer with two tail pipes.

A Borg and Beck dry single-plate clutch transmits the power to the four-speed gear box (the three upper speeds having synchromesh and, on the car in question, Laycock-de-Normanville overdrive). Control of the gear box is by a central, stiff, cranked gear lever; drive from the gear box is taken to the chassis-mounted E.N.V. hypoid-bevel final drive unit by an open propeller shaft with

two Hardy-Spicer universal joints.

The very light and delightfully simple chassis design is based on that of the Tojeiro, whose successes in British sports car events are widely known. Two steel tubes, 3in. diameter by 16 s.w.g., run parallel from front to rear. Almost in the centre there is a single tubular cross-member of the same material and, at each end, the tubes are welded to a fabricated suspension box of 10 s.w.g. steel sheet. Front and rear suspension consist of tubular wishbones with transverse leaf springs above, all mounted on the fabricated boxes; inclined telescopic dampers are fitted all round.

The feel of the engine is a definite hark-back to vintage days, with its long stroke and lack of fussiness. An easy 35 m.p.h. can be maintained for mile after mile at an engine speed of only 3,500 r.p.m. in overdrive top gear, which gives the figure of about 25 m.p.h. per 1,000 r.p.m. In normal top, 3,000 r.p.m. represents about 62 m.p.h., or 20.5 m.p.h. per 1,000 r.p.m.

On the straight French roads the car's effortless ability to maintain high average speeds was surprising; loping along like a greyhound, it put 60 miles into the hour without any conscious attempt to hurry. This was, perhaps, one of the most creditable and satisfactory characteristics of a very pleasing car. An indicated 105 m.p.h. was seen on the way down to Lisbon.

Handling is perhaps more than usually dependent on tyre treads and pressures. Before embarking on the journey, various theories were put forward as to the best tyres to use. With the possibility of ice and snow, it was felt that snow tyres should be used throughout the course of the event. Finally, on the advice of Derek Hurlock of the A.C. company, Michelin X were fitted because he said that, on other tyres, the car's handling would suffer. This was found to be correct.

On "X" the handling was extraordinarily good—so much so that when enthusiasm tended to exceed ability, the car itself seemed to help in finding the way out of trouble. When the tube of one of the rear tyres split and snow tyres were fitted at the rear, the wisdom of Hurlock's words was seen. From being one of the best handling cars on the market it became much less manageable; speeds above 45 m.p.h. seemed quite unsafe and the Aceca's sprightly progress degenerated into a swaying crawl until a new tube had been fitted and the Michelin replaced.

During the 80 odd hours that were spent more or less continuously in the car during the Rally itself, there was ample opportunity to examine critically the driving position and seat and other driver comforts. For those who prefer the steering wheel fairly close up to the body, there is no better driving position and visibility from the driving seat is good. Personally, I favour the more straight-armed attitude, with the wheel some distance away; though telescopic adjustment is available in the steering column, the wheel was still a shade too close. The separate bucket seats give good support, the backrests curving round to the sides to prevent sideways movement on corners. With the additional cushions that had been fitted in the car to raise the driving position slightly, the seats were very comfortable indeed and, despite the long hours in the car, no stiffness whatever was felt. The ride was steady and firm and there was virtually no roll on corners.

Wherever the car was parked, an admiring group of Frenchmen would collect. "What is it?" they would enquire, and "What does it cost?" There was one who, on being told "£1,375, basic", was so astonished that he insisted on being allowed to sit in the driving seat. He caressed in turn the leather of the seats and the dashboard, and the polished woodwork, murmuring "C'est magnifique".

There was a great deal of special equipment in the driving compartment, for use on the Rally itself, but there is no doubt that the production finish is up to the best standards of British coachbuilding. Instruments are sensibly arranged to suit the driver who is interested to know what they have to tell. The main dials—speedometer and revolution counter—are grouped on a hooded panel directly in front of the driver, and no reflections are thrown on the screen by the instrument lighting.

In this type of car, whose main appeal is its performance, one is either given a feeling of confidence in the car right away or—as is often the case—one appreciates from the outset that there are one or two tricks of handling to be learned—idiosyncrasies which are peculiar to the particular model.

The Aceca has none of these foibles; it is simple and straightforward to drive. Everything works precisely, particularly the steering, and anyone unaccustomed to sporting machinery quickly finds himself not only at home but very much more confident than he is in his bread-and-butter saloon. Brakes are well up to the car's performance and surprisingly light pedal pressures quickly take control of high speeds, giving the feeling that the car weighs very little.

With the present engine, the car provides just about ideal fast, long-distance transport for two people, with considerable luggage space. It is great fun to drive; even after our very considerable period in the car, each was reluctant to transfer to the passenger seat at the end of his spell at the wheel.

Now that the Aceca is available with a Bristol engine instead of the present unit it should be a formidable contender in its class with the benefit of a 30-plus per cent. increase in power, and there is no doubt that the handling qualities and the brakes should be well up to the brilliant performance that will result. P.G.



The driving position is good—though some might prefer the seat slightly farther away from the wheel. Instruments include everything that the keen driver could want: the array of clocks fitted to the locker lid were for timekeeping on the Rally and are not standard.



During the Rally, the Aceca kept station astern of No. 99—a works-entered Austin A.50—here seen stopped for an oil-level check. Left to right: Ken Best, competitions manager of National Benzole, Archie Scott-Brown, Jack Sears and Peter Easton.



Removing traces of the run down to Lisbon, and checking the car before the start of the Rally. Francesco Garcia, A.C. agent in Lisbon, is to the right of the photograph.

Spanish petrol did not agree with the Aceca, producing loud and continuous pinking whenever the engine was pulling. The extremely low overall height and stylish treatment of the rear of the car can be seen in this illustration.



## BOOKS RECEIVED

**Bees Under My Bonnet.** By Ronald Collier. Published by Motor Racing Publications, Ltd., 13 Conway Street, Fitzroy Square, London, W.I. Price 7s. 6d.

Occasionally there appears a motoring "funny" which, by virtue of perhaps half a dozen brilliant pieces of wit, remains in the memory through the years. **Bees Under My Bonnet** should certainly prove to be one of these; the quips, cranks and wanton wiles fall so thick and fast that it must surely take its place among the classics of this particular type of literature.

**Rallying to Monte Carlo**, by Mike Couper, published by Ian Allan, Ltd., Craven House, Hampton Court, Surrey. Price 16s.

If ever a man were qualified to write a book about the famous Rally, it is Mike Couper. He may not have competed as often as other well-known drivers in this annual dash to the south of France, but he has always gone about it in a very thorough fashion and with no mean success. He has specialised in the **Concours de Confort** and his efforts have paid in the results sheets. The book is very readable and difficult to put down until it is finished. Would-be entrants for the Rally might do worse than study the book very closely. He has explored the question of special equipment very thoroughly.

**Taking Good Care of Your Car Tyres**, published by the Dunlop Rubber Co. Ltd., Fort Dunlop, Erdington, Birmingham. 2d. Free on application to The Manager, Service Department.

Everyone knows that spirited driving must be paid for by — among other things — rapid tyre wear. But there exist many other contributory causes of tyre destruction which are less obvious; this booklet explains how these can be defeated and tyre life extended. There are 32 well-illustrated pages of useful information, and the lighter vein is carried along by a number of humorous drawings in colour. The best way to preserve car tyres is shown on the cover: a little car running along on the wheel rims, with the tyres sitting on the back tied up in string!

# MOTORING WITH A DIFFERENCE

## *In Finland*



The main entrance to the old castle of Abo, ancient residence of the Swedish kings of the fifteenth century, when visiting Finland, at that time part of the Swedish realm. The Royal coat of arms of Sweden is seen above the car.

TO visit the Finnish archipelago southwest of Abo, second town of Finland, one must leave the beaten track. Abo, with its cathedral dating back to 1290, is an interesting place from which to start. The town is known as "the cradle of Finnish culture" and the first traces of habitations here date back to the Stone Age.

Modern Abo, or Turku as it is called in Finnish, is a busy port, with many industries, and a major trading centre of the agricultural district that surrounds it. Abo is also the capital of the archipelago, stretching to the island of Åland, midway between Finland and Sweden. It is possible to motor on many of the islands after crossing sounds and straits—sometimes on bridges, sometimes on ferries. The roads are often very poor, narrow and dusty, and the bridges look rather sketchy, but still, it is motoring with a charm. The communities of the islands and skerries are poor and the road standards vary accordingly.

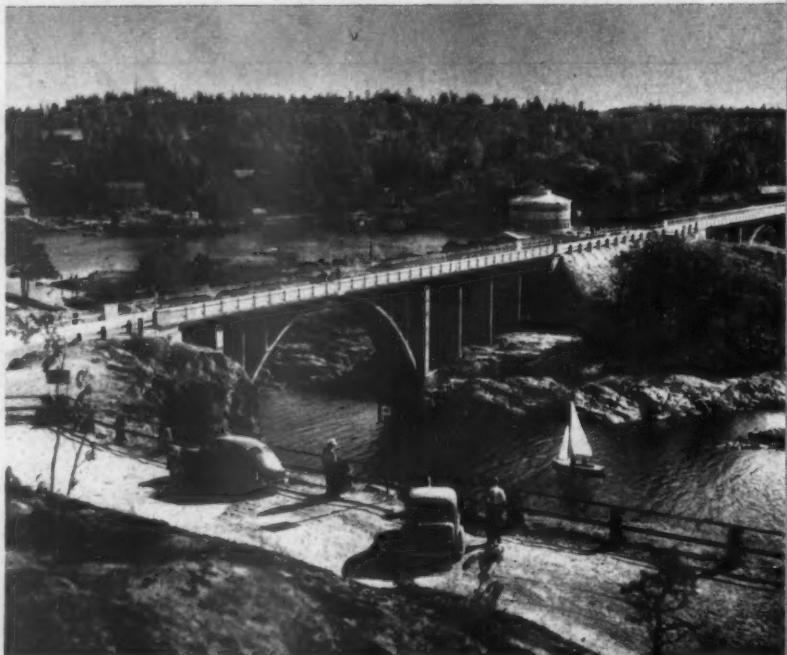
Along the miles and miles of small, dusty roads are delightful views of serene small valleys, rippling blue sea through green leaves, and inviting beaches. Here and there is a tiny village, or a large estate with red and white houses.

The car seen in most of the photographs is a Swedish-built Volvo PV 444 of 1952 vintage.

One of the beautiful bridges of Finland between Nådendal and Luonnonmaa. On the island of Luonnonmaa is the Presidential summer residence, Gullranda or, in Finnish, Kulataranta.



A narrow road, built on the beach of a tiny island, leads towards the outer skerries in the archipelago.





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a new  
arrival

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*meet her overleaf*

... the new RENAULT

# Dauphine



## ... first in her class!

THINK OF A QUALITY! Power with beauty, performance with economy, space with luxury—the Dauphine has them all superbly! This wonderful new car in the middle range between the famous 750 and the Frégate is heiress to all the virtues that have made Renault cars the greatest in the world. We are quite certain that with all her qualities she is first in her class but we ask you to judge for yourself! You are warmly invited to get in touch with your local Renault dealer for further information. The Renault network of dealers and distributors covers the entire United Kingdom.

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THE RENAULT RANGE:

750—DAUPHINE—FRÉGATE. All assembled or trimmed at Acton.  
(299 b)

# NEWS AND VIEWS

## Cold Comfort

TECHNICIANS of B.P. have just returned from extensive tests in northern Sweden concerned with fuel volatility. They wished to learn the effects of ambient temperatures from freezing point down to many degrees below, but, in fact, ran into much more than they expected towards the end of their stay, when the temperature dropped to minus 44 deg. F.—76 degrees of frost.

## Shock Tactics

REPEATED exposure to deceleration forces of 35g.—thirty-five times the acceleration resulting from gravity—have resulted in no harm to the human body provided that it is properly supported, according to the Journal of the American Medical Association, which has quoted a U.S.A.F. colonel on the subject. Peaks of 57g. have been experienced without observable damage. Yet most automobile accidents are 25g. or less—but the motorists' body is rarely supported correctly. Accidents to the occupants of cars are on the increase in both the U.S.A. and England.

## Roads for France

PLANS are being studied by a special French Government commission for 1,250 miles of modern motor highways, calculated to bring the roads of France into line with her West European neighbours. The commission will recommend the fastest methods for the construction of a large network of motor roads, and three stages of development are planned: the first, and most important, will link Paris with the Spanish border at Hendaye, the Italian frontier near Nice, and connect with Lille, on the way to Belgium. The second and third stages will include the construction of motor roads across France.



Available in the new Ford programme announced towards the end of last month are convertible models for the Consul and Zephyr—of which the former is shown here on exhibition. These two-door models are offered with manual or power operated hoods; a convertible is also under development for the more impressive Zodiac. A description of the new Ford models appeared in "The Autocar," March 2.

France's first toll road—from St. Raphael to Nice—is expected to cost approximately nine million pounds. Private and municipal funds will account for two thirds of this sum, and the remainder will be contributed by the State. Construction of this road is now well under way.

## Anti-restrictive

FIRST reading has been given to the Government's Restrictive Trade Practices Bill, which, as was expected, calls for the registration of all practices such as collective resale price maintenance, exclusive dealing and market sharing arrangements. It also provides for a judicial tribunal to be set up to decide whether or not such registered practices are in the public interest, the onus of proof being on those who wish to justify them.

Chief motor trade practice to be affected by the new legislation will be the collective maintenance of resale prices with the aid of stop lists and private trade courts; such practices render the practitioners liable to civil proceedings. On the other hand, the enforcement of individual resale prices, condemned in the report of the Monopolies Commission

on the manufacture and marketing of tyres, has been approved in the new Bill, which provides powers for the manufacturer to initiate civil proceedings against traders who infringe such arrangements.

## Exports Maintained

THE Standard Motor Co. Ltd., continues to maintain and increase its export quota. In January of this year the company exported a total of 3,610 motor vehicles. This is 1,105 more than were exported in January, 1955, an increase of 44.11 per cent. One third of the total exports consisted of Vanguard III cars.

Australia took the greatest number of vehicles, and in Melbourne the company's associate, Standard Motor Products, Ltd., is enlarging its facilities for the assembly of Standard vehicles.

## Suggestions to the Management

LAST year, awards totalling £3,585 were made to employees by Vauxhall Motors Ltd., for suggestions submitted for consideration, intended to improve quality, safety or working conditions, or to save time and material. One suggestion in every four of the 2,062 submitted was adopted by the company, and qualified for an award. The maximum was £350, shared by two men who recommended an improved method of assembling car seat springs. The scheme was introduced in 1942, and since then nearly 5,000 suggestions have been adopted, and £23,258 has been paid in awards.

## Earls Court Show Dates

OCTOBER 17 to 27 are the dates of this year's International Motor Show (the 41st) at Earls Court, London. The 18th International Commercial Motor Show (held every other year) is scheduled to take place at Earls Court from September 21 to 29.



Fiat distributors in Berne, Switzerland, have dressed up this Fiat 1400 with fancy flashes and a gay colour scheme to make it look like a miniature American.



**TWO LAND ROVERS** fording a river; they are the vehicles being used by the Oxford and Cambridge Far Eastern Expedition, and this is typical of some of the rough going encountered. By now, the expedition should have reached Singapore, and if the trip is successful, the six graduates will be the first to motor overland through the jungles of Burma to Singapore since the war.

## NEWS and VIEWS

### More Continental Holidays

**I**N 1938, the last full year of holidays before the war, the A.A. and R.A.C. helped 38,111 motorists to take their vehicles to the Continent. Foreign travel developed fairly steadily during the post-war years, and last year the total number of vehicles taken to the Continent for holidays totalled 13,000, and is expected to be even higher this year.

Of the total vehicles handled by the A.A. alone (95,000), 750 cars returned home on a railway wagon; and 600 packages of spare parts were flown out to stranded members.

### Your Colour Choices

**A** PROSPECTIVE car buyer wants to see what a colour will look like on the finished product before making a decision, and when two-tone is involved—where the laws of permutation turn a basic six shades into 36 combinations—it is unlikely that the seller will have a facsimile in his showrooms every time. To meet this difficulty, Mr. Leon Goodman, of Leon Goodman Displays Ltd., has invented a selector which is to be produced in quantity and marketed overseas, where colour is of special interest, as well as inland. It consists of a television-type screen, behind which are many slots for slides. An outline of the car is drawn on the transparent screen, and two glass (or Perspex) slides fitted in behind are coloured in the right places to give a realistic idea of the two-tone combination. This invention is an implicit recognition of the growing feminine influence in choice of cars.

### More Trouble from Ramblers

**F**OLLOWING an application by the Motor Industry Research Association to make permanent the closure of certain footpaths across its proving grounds at Lindley, complaints have been lodged by various pedestrian societies. These came to light at an enquiry conducted by Sir Basil Gibson on behalf of the War Works Commission.

Initially, all these footpaths were closed at the beginning of the war when the area was taken over as an airfield, and the paths have not been in use for over 16 years. The request for a permanent closure was made only as a formality, but has had the unfortunate result of pointing out to the walking fraternity that

such pathways once existed. These bodies at once demanded alternative footpaths, but farmers owning land round the proving ground naturally declined to provide these facilities.

The bodies involved are the Ramblers' Association and the Commons, Open Spaces and Footpaths Preservation Society. The last occasion that ramblers raised objections of this kind was when plans were being considered for the opening of a road racing circuit in Derbyshire.

### Efficient Traffic Control

**A**T Slough, Buckinghamshire, the scene of all Ministry of Transport safety experiments, a new set of traffic lights has been installed in the High Street. The light signals at six crossings are now controlled by one master unit; and instead of the customary shambling procedure in which traffic grinds forward from one red light to the next, the complete set of lights changes concurrently. The result is that traffic is held up at the start of the street for a maximum of 45 seconds, while pedestrians are able to cross at all intersections. Then, all lights change together, and vehicles have a clear

## THE AUTOCAR, 9 MARCH 1956

run straight through the street for 650 yards.

The system is undoubtedly good, and will save time. Traffic speeds are expected to rise from an average of about 15 m.p.h. to 22 m.p.h., and the favourable result on road safety should alone be worth the £20,000 which it costs to install the unit. All the zebra crossings in Slough's High Street have been abolished in favour of the new automatically controlled lights, which have pedestrian "demand" buttons acting in the same way as the vehicle actuated pads in the road.

### Norwegian Market

**O**F 9,972 new cars registered in Norway in the first nine months of last year, 3,580 were products of Germany, Czechoslovakia and the Soviet Union. The largest single exporter of cars to Norway was West Germany with 2,823 registrations. The order of popularity of individual models was: 1, Volkswagen (983); 2, Opel Rekord (978); 3, Ford Zephyr (512); 4, Opel Kapitan (377); 5, Ford Consul (318); 6, Mercedes-Benz (203) and American Ford (203).

### Cars by Rail

**O**N May 7 the Western Region of British Railways will introduce a car transport scheme operating between Paddington (London) and St. Austell (Cornwall), until October 27. The third class return fares will be: Tuesday, Wednesday or Thursday, 29 for car and driver, plus £3 2s. for each additional adult passenger, and £1 11s. for children between the ages of 3 and 14; on Fridays, Saturdays and Mondays these charges are raised to £10, £4 2s. 6d. and £2 1s. 3d. respectively. To this cost must be added a supplementary charge for third class sleeping car accommodation at the rate of 11s. per berth for each journey.

A car running at 20 m.p.g. would cost approximately £5 8s. for the return trip.

## Westminster

## Commentary:

### Reconsidered and Reduced

**S**O reconsidering priorities did mean a cut in road expenditure after all. In his economic statement of February 17, Mr. Macmillan maintained a puzzling silence on this aspect of the country's economy, and it therefore fell to Mr. Harold Watkinson, in answer to a Parliamentary question the following Wednesday, to announce that the Government would defer a few of the schemes which they had intended to authorise in 1956-57, and reduce expenditure during that financial year by about £250,000. A small item of information, a seemingly small amount—but it assumes considerable proportions if one can take it as an earnest of Ministerial intent, and if one considers this amount in relation to the paltry figure which has been devoted to the roads in recent years. The Minister could not say, yet, if any changes in the motorway plans would be involved.

Last December the Markyate bypass was started amidst a flourish of trumpets. It was to eradicate a notable black spot on A5, and it would be finished by December, 1956. Two months later, we hear that this

small scheme will not be completed until June, 1957. Another disturbing example of Governmental mind on roads.

One section of the Chancellor's economics will hit prospective hire purchasers badly, for the minimum deposit on cars has been raised from the previous 33½ per cent. to as much as 50 per cent. The repayment period is still two years, but the new out-of-pocket cost will no doubt act as a powerful deterrent to those who look longingly at a car costing, say, £600. For if a man has not the whole sum needed for the purchase it is doubtful whether he would have half the price—£300—available in cash.

There has been a lot of confusion over parking without lights outside London, for the new regulations which came into force in September, 1955, referred only to the capital. At present you are allowed to leave a car without lights (under certain conditions) at an authorised parking place outside this area when approval has been given by the local chief police officer. But the Minister now intends to permit such unlit parking "if and where" police authorisation has been given, and regulations to the effect will be made shortly.

STUDENT OF POLITICS

# Used cars on the road

92

1952 JAGUAR MARK VII

Price new ..	£1,140	0s	0d
Purchase tax ..	£634	16s	8d
Price secondhand	£775	0s	0d

**Acceleration from rest through gears:**  
 to 30 m.p.h. . . . . 4.4 sec  
 to 50 m.p.h. . . . . 9.7 sec  
 to 60 m.p.h. . . . . 14.6 sec  
 to 70 m.p.h. . . . . 19.2 sec  
 20-40 m.p.h. (top gear) 7.9 sec  
 30-50 m.p.h. (top gear) 9.2 sec

**Petrol consumption:** 16-20 m.p.g.  
**Oil consumption:** 2,000 m.p.g.  
**Speedometer reading:** 13,720  
**Car first registered:** July, 1952



This car had many accessories, and the chromium and black cellulose would almost have passed on a new car. The two small passlights were of little value, but the headlights were powerful even with the yellow bulbs fitted; the two cornering lights were excellent

WHEN a quality car loses a thousand pounds of its purchase cost, it is reasonable to expect that the extent of depreciation will be reflected in its condition. But this Jaguar, provided for test by Fraser Autos, Ltd., Rickmansworth Road, Northwood, Middlesex, turned out to be in first-class order for a car nearly four years old. The price of £775 at which it was offered is a telling reflection on the secondhand market in luxury vehicles today.

The history of this car is interesting: its sole owner from new was—yes—a titled lady! The proprietors of Fraser Autos, Ltd., drove the car in this year's Monte Carlo Rally, and it was shortly afterwards that our test was made.

At first, this would hardly seem to be a selling point, but it must be weighed against the fact that a complete mechanical and electrical check-over and tuning was carried out by Jaguar and Lucas before the rally; also a number of modifications had been made to the car. Among these were the fitting of high-lift camshafts and modified water pump; stiffened torsion bars and heavy duty rear dampers; high-gear steering; racing brake linings; heavy duty half-shafts, and the Jaguar XK 140 exhaust system.

Throughout the test nothing was discovered to suggest that the car had suffered in any way from use in the rally and the performance proved to be just a second or two below the standard of the new car in 1952.

Once the engine had warmed up—a process greatly accelerated by use of the radiator blind—there was never any mechanical noise, even when climbing hills under full throttle. On such occasions the only sound was a faint and pleasing power roar. But when cold the engine was less happy, and though starting and initial running were satisfactory, the automatic choke caused hunting and stalling for some time unless the revs were kept up.

The back axle was silent and clutch take-up beautifully smooth for all normal use, although there was a fractional delay caused by clutch slip when the performance figures were being taken. However, the gear box had suffered from wear, and the synchromesh could be beaten on both upward and downward changes. Gear selection was occasionally difficult when the car was standing still, and there was a noticeable—though not unpleasing—gear whine in the indirect gears.

A little less than half the tread remained on the five Michelin X tyres. The brakes were in some need of adjustment, but were extremely powerful at all speeds with only moderate pedal pressure.

The rally modifications revealed themselves in the form of a purposeful exhaust note, suspension that was a little firmer than standard but provided excellent stability on corners, and steering completely free of play. The penalty for the high-gear steering, however, was that at manoeuvring speeds it became extremely heavy. In

confined places the car became quite an embarrassment. This was in direct contrast to use once the car was on the move, when the Jaguar was completely manageable and docile, and the steering became pleasantly light.

Inside, the red leather seats and trim were in very good condition; headlinings and carpets had also lasted well, and rubber link mats had been fitted to the floor. Slight weathering had affected the polished wood facia and surrounds, and the rubber door sealing was in poor condition.

All lights and instruments were working efficiently with the exception of the rev. counter, which was out of action with a broken cable. The headlights were still focused for Continental use; two useful cornering lights and a rear window demister (which proved to be inadequate) were among the added accessories. The excellent radio and reasonably efficient heater were, of course, standard equipment on the new car; the fitted toolkit was almost complete.

This car offered smooth and impressive acceleration to speeds beyond 90 m.p.h., together with a very high standard of silence, comfort and safety. The Jaguar Mark VII is a very desirable car indeed, and at the price quoted this example offered real value for money.

For the Monte Carlo Rally, the speedometer was replaced by an instrument recording k.p.h., so that the Rally miles covered by the car were not included in the total shown. Apart from this, the proprietors of Frasers Autos, Ltd., stated that this low total figure of 13,720 was optimistic; in fact, the speedometer had been replaced early in the car's life, and the true mileage figure was believed to be in the vicinity of 20,000.

There were more indications of age within the car than there were outside, but even here there was little cause for complaint. The little rally mascot can be seen hanging from the handle of the sliding roof





CHISLEHURST COMMON in Kent, under a light fall of snow early in February. The south-east corner of the county is a dependable area for heavy snowfalls.

## Correspondence

### Roundabout Signals

"Clear to those for whom they are intended" Mr. A. J. Tigwell (February 10) evidently is under the impression that any signal given by a driver is necessarily intended only for those behind him, whereas signals should be for the benefit of all road-users, regardless of direction.

In the case of a roundabout where "half-circling" is the intention, the erection of the right flipper (or preferably the hand with finger significantly pointed) indicates the desire to cut across traffic already in the roundabout and approaching from the right. Similarly the reversal of the flippers shows one's intentions to traffic entering the roundabout from the left hand road. As a commercial traveller, I have always used these signals, and on weekdays the gentleman in his eight-wheeled truck always gives way on seeing them. At week-ends, anything can happen.

Obviously I disagree with the last paragraph of Mr. Tigwell's letter and feel that such signals are quite clear to those for whom they are intended.

London, W.14.

J. ACTON

### The Regie Renault

**An Explanation from Paris.** Recently the expression "government controlled" appeared in *The Autocar*, as applied to the Regie Renault. As a member of this firm, and on my own behalf, I wish to point out that the expression might be involuntarily misleading. In fact, the only control imposed upon the Regie Renault is the yearly auditing of its books

by a specialised body of civil servants. This is a control a posteriori and neither the comptrollers nor the Government itself have a right to dictate any decision to the management or, generally speaking, to interfere with its problems.

On the other side no particular advantage derives for the Regie from State ownership. It pays the same taxes and obeys the same laws as its competitors. Its annual profit, if any, is divided into three equal parts, the first two being distributed to its personnel and the Treasury, the third one remaining at its disposal.

Of course this situation is far from being comparable with that of Government-operated factories or services, and the spirit of the Regie is to be compared with that of its most "dynamic" and successful—I could say its most daring—counterparts in any country.

Paris.

GILBERT COLLET

### Cape to Cape

**An Encounter in the Sahara.** I was most interested to read Mr. Richard Pape's letter (*Autocar*, February 10) in which he deals with a claim by two Swedes to have completed the North Cape to South Cape trip before he did. I feel that he dismisses their claim perhaps too lightly, though he does say that they have since withdrawn it.

Between April 14 and July 16, 1953, I travelled home overland from Nairobi, entering the Sahara on May 27, and using the Tanesrout "piste" from Gao to Colom Bechar. A few

miles north of Reggan we had to abandon our A.90 Atlantic for complete lack of either back spring, and we were carried on a further 90 miles by an accompanying lorry to Adrar, an oasis with surrounding Arab village, radio station, benevolent military governor and one rather native hotel. I stayed there for 5½ weeks to maintain a watching brief on the car whilst my companion carried on northwards to Algiers in search of spares. After about three weeks these spares arrived at Algiers and my companion sent them down to me in the Microbus-type Volkswagen of two young Swedes who were doing the North Cape to South Cape trip.

To me their arrival was most welcome, not only for the spares and the French mechanic they brought along to help me but also for the fact that one of them, who was obviously the leader of their "expedition," spoke fluent English. I cannot recall his full name—I seem to remember calling him Lars and that his companion was named Henry. Lars was a journalist and spent much time at his typewriter committing his adventures to paper for some Swedish publisher, whilst Henry was a rather capable photographer. Their Volkswagen was signwritten in large letters, "North Cape to South Cape" and, I think, "Royal Swedish Automobile Club" in English on one side and Swedish on the other. They had trouble with their Volkswagen and were my close associates for my last ten days before rescuing the Austin and carrying on.

I've been meaning to contact Lars ever since because I lent him my diary—a full day-by-day account of our trip up to then—so that he might be forewarned of what he was in for. Unfortunately, in my sudden and hurried departure from Adrar I forgot to get it back. I wrote to him from Colom Bechar, 350 miles further north, but perhaps by then he too had left, southwards.

Mr. Pape says that enquiries regarding my two Swedish friends were made recently in both Norway and Capetown. This means that either the enquiries in Norway were extremely sketchy and failed to discover the truth that these Swedes did start north of the Arctic Circle, or that the latter were two capable and brazen liars, which I do not believe. If the Norwegian enquiries were misleading, then could not those in Capetown have been equally so?

On the other hand, if Lars was the successful journalist he had me believe, one would expect that many people would have heard of his trip. And, secondly, the Tanesrouft route across the Sahara is closed from about mid-June to, I think, September, and I left the Swedes in Adrar on July 2, 1953. Perhaps the French authorities would not let them continue, though when I left they were preparing to do so. I often wonder what happened to them. An interesting little mystery—but I would like my diary back!

M. H. F. STEWART

**"Demonstration of Skill and Stamina."** Until I read Mr. Pape's letter (January 20) I had naturally assumed that he had driven from the North Cape to Capetown in the same Austin. Surely it would have been better for both Austin and British prestige if the full facts had been stated clearly in the first instance. The really meritorious part of the performance is the demonstration of Mr. Pape's skill and stamina, although any manufacturer might well be proud of a car which had travelled satisfactorily from Oslo to Capetown.

London, W.C.1.

R. WALKER

#### Too Much Sport ?

**A Plea from South West Africa.** Mr. R. J. Sanders (January 20) feels very unhappy with regard to the sporting contents of your very excellent magazine. Surely Mr. Sanders cannot be very serious about his complaint. Of the thousands of readers of *The Autocar* I think that half of them are subscribers mainly for the enjoyment which they, not only as keen motorists, but as people who stand for progress, derive from the news of men and machines that are continually at the spearhead of progress and achievement. Since publications stand or fall by their numbers of readers, then, if purely for business reasons alone, the motoring magazine of to-day is obliged to provide for the needs of at least 50 per cent. of its supporters.

But look at the matter in other ways. When I bought a small four-cylinder car some years ago, the advertisements almost screamed that the "square" engine of the type fitted to my car was definitely something extra. It could do the same things which were done by other engines, and in some respects it was even better. But how was I to know? On the open road my car held its own among others, but surely that was the least that could be expected. I was still worried

whether the square design could look after itself when the going was really tough. Through the sporting pages of *The Autocar* I have learned that it is a thoroughbred—not just a passing whim of some crank. It has given me a new pride in my machine; there must be many others who feel the same.

It is strange, but most motorists with huge six and eight-cylinder cars have an extremely superior view of the capabilities of their engines (apart from the extra horsepower which they have). They are horrified at the idea of a four-cylinder that can turn over at 4,000 and more revs. per minute. "The thing will never last" is their stock remark. How can I take such a person down a peg or two, or in other words, how can I save face? Only by giving him facts—authentic facts which have been gathered for me by the staff of *The Autocar* from the racing circuits of the world. I have given quite a number of these fellows a feeling of greater respect for my toy—as they call it.

Every normal person has inside himself a hankering after adventure, a never-ending admiration for those men and women who are still the true pioneers—men and women who are forever moving at the forefront of adventure, inventions and the unknown factors of life. Being tied down to our families, our jobs and our homes, millions of us can only daydream. Many of us who are readers of your magazine, "adopt" certain drivers and machines which are described in your sporting pages, as our own, and we roam the world with them in search of adventure. If our men, our machines and our teams are successful, then we silently bask for weeks in the glory that is theirs. That is why we love the sporting pages of *The Autocar*. Do you wish to deny us that pleasure Mr. Sanders?

Keetmanshoop,  
South West Africa

H. D. CONRADIE

#### Testing at Hendon

**Reminder of Limitations.** Following a visit to the Ministry of Transport vehicle testing centre at Hendon, I would like to express the appreciation of an average motorist for the speed and care with which this entirely free service is conducted. Nevertheless, I feel that certain publicity given to this service is unwise in that the impression is given that a "clean bill of health" following such a test indicates that the vehicle is in first class general condition.

The tests are conducted solely to establish whether or not the vehicle submitted is suitable for use on the road with safety to its occupants and other road users. No attempt is made—and rightly so considering this is a free service, in the interests of road safety—to examine the state of wear of the engine, gearbox and transmission. In view of the specific and limited nature of this examination, any motorist, such as the prospective purchaser of a second hand vehicle, whose interest goes further than pure road safety, would be well advised to obtain a full report from a qualified engineer.

Harrow, Middlesex.

N. R. GODSMARK

#### Eleven Seventy Two

**An Enthusiast in Holland.** The words written by Eleven Seventy Two from Ayr (February 10) are quite true, and I consider him a real enthusiast and keen motorist. I am quite sure this car has given him plenty of joy, because I also know something of the 1,172 Ford. I try to be a keen motorist, with a 13-years odd experience; I am the proud owner of a Ford Anglia 1953 model—one of the last produced at Dagenham before the new Anglia. To-day my kilometer record with this car is 65,000 (over 40,000 miles—Ed.) and the car has never let me down. Although the total is not high for 24 years of motoring I have made several long-distance business trips—two to Strasbourg, one to Austria, two to Stuttgart and one to Venice. Especially in the mountains the car behaves splendidly; I made the climb of the Stelvio Pass and down in one run, with the car fully laden, without any trouble.

Zutphen.

A DUTCH 1,172 c.c. ENTHUSIAST

**An Enthusiastic Woman Driver.** I was delighted to read the letter from "Eleven Seventy Two" (February 10). I am one of those fiends incarnate—a woman driver. But I also consider myself skilful, having driven for 27 years with harm to none, considering my engine, lavishing care on the body-work and giving way to perhaps far too many of my fellow drivers. I drive a Morris 8 (1948) with loving attention to its maintenance. Am I also an enthusiast? You bet I am!

London, W.14.

E. F. DELLER (Mrs.)

## Correspondence

### Half-way West

**"A Lovely, Unspoilt Area."** I was most interested and pleased to see the article by I. Meredith "Half-way West" (February 10). West Wiltshire and Dorset is indeed a lovely unspoilt area of Southern England, and the routes were most ably described.

I live during the week in Bradford-on-Avon, a pretty Wiltshire town, and at week-ends in a small village in East Dorset. For the journey I have quite a few routes, but by far my favourite is that via Warminster, Shaftesbury, and B.308. Such quaint place names as Tolland Royal and Sixpenny Handley stir one's imagination, and set me wondering about their origins. I am more fortunate than Mr. Meredith in that I am able to see this pleasant countryside in all seasons, and at all times of the day.

After living in London I am entranced by the vistas unfolded, and wonder, perhaps a little selfishly, how progress and more and more cars on the roads will transform this peaceful area.

G. D. OSBORNE-BARTRAM

Bradford-on-Avon, Wiltshire.

### Overdrive

**Fitting a Shield for the Solenoid.** A friend and I, running cars of different makes both equipped with overdrive, experienced solenoid failure at a very early stage. This was due to bridging of the solenoid contacts by pieces of road material. Some of our roads are very muddy in wet weather and the mud certainly gets places.

The cure was the making up and fitting of a metal shield for the solenoid by a local garage proprietor who has made a lot of them. One marvels that overdrive-equipped cars are not fitted with such a simple item, included in the purchase price. Such shields are, apparently, available as extras, thus ensuring that many owners experience trouble and expense before realising their necessity.

While on the subject of mud, I can sympathise with "A.50" of Coventry. I, too, bought such a car, though a previous model — the A.40 Somerset — in order to enjoy, subject to steering column gear change, the virtues of a four-speed gear box and a starting handle. The latter proved a blessing when the pull wire to the starter came away, but I was disillusioned about any care one may give to the distributor. This lay in a low and inaccessible position, with its top at an awkward angle, hence with the type of bonnet used on that model one needed arms of almost simian proportions to touch, let alone adjust the contacts. Furthermore this low position rendered the ignition system and the low tension lead in particular very vulnerable to road wash from unsealed highways.

Thus on many wet nights shorting of the ignition caused one either to complete one's journey on foot or to lie along the wing in a downpour and dry out the ignition as best one could with rags and handkerchiefs. Not unnaturally I disposed of the vehicle soon afterwards and, noting that its successor had a similar distributor position, transferred my custom to another make.

Roseworthy, South Australia.

P. ROWLAND

### "Halt" or "Yield"

**A Question of Enforcement.** In your leader (February 10, 1956) you overlook a very serious point when you praise the proposed "Yield" sign in comparison with "Halt." You appear to think it a good thing that there will be no obligation to halt, if there is no vehicle in sight, and a good thing to leave the matter to the "driver's discretion."

The Halt sign can be enforced without waiting until there has been an accident, whereas it would appear that the only proof of failure to yield will be an accident, possibly fatal. Personally, I prefer to halt time and time again when there is no one in sight if, in exchange, I can speed along a main road without some one shooting out across my path because they thought there was no one in sight. When it is my life that is at stake, I am much more happy if the sideroad driver is compelled to halt, than leave it to this unknown driver's "discretion."

Since I am at the moment convalescing from my first road accident in a million fast miles (a Monte Carlo Rally crash in which the "discretion" of a non-competitor was involved) I can speak with some feeling.

Liverpool 1.

E. LAMBERT

## SUNDAY IN TRINIDAD

**F**IVE years ago the Rev. Frank Cooper decided that his church in Siparia should become the centre of a new effort to keep death off the roads in Trinidad, particularly since it is the only one in the West Indies to be dedicated to St. Christopher, the Patron Saint of Travellers.

So Travellers' Sunday began and has grown each year, backed by the Road Safety Association and other organizations. Even the Government show an interest, for the good reason that Trinidad's accident rate is four times higher than that of England. The problem is becoming worse. In an island the size of Lancashire, with a population of 600,000, there is one car for every thirty persons; the famous Eastern Main Road is said to have a higher accident rate than any other charred main road in the world.

We drove down to the festival recently on roads shining like glass in the tropical sun, and all the cars converging on Siparia were plastered with this year's slogan: "Cut out cutting in." We were, however, aware that we represented only a small part of the motoring population. Couldn't-care-less drivers are still in the majority, and we met them everywhere — private cars flashing past towards the beaches, taxis weaving in and out of the traffic with frightening ease, and heavy lorries careering wildly round blind corners. It was

with a sense of relief that we came into Siparia and lined up with hundreds of drivers who are helping to build up a public conscience.

It was a lovely sight; Siparia was in gay mood. The little Creole houses and tiny adobe huts were trim with flowers. Outside the church were the flags of all nations and, nesting round it in the shade of the palms, were lines of cars, lorries and trade vans. Native booths had been erected outside and already people were doing the rounds of the various exhibitions. The heat was terrific, and crowds were round the ice-cream stalls or sitting placidly in the shade of the mango trees eating their lunch. The noise of a thousand voices, chattering in English, Hindi, Chinese and Patois, provided a background to everything.

The programme was long and varied: lectures on road safety, demonstrations and literature of every kind, and the presentation of safety awards to the fleet of taxis and trade vans with the highest points for safety during the past year.

The crowd surged round for the fire-fighting and rescue demonstration. Two men were dragged out of an actual fire and treated for imaginary asphyxiation and wounds, and the crowd cheered as the fire engine roared up the road. Two negro women collapsed; one fainted and the other had hysterics, but nobody knew

whether this was part of the act or not.

The parking competition was another highlight. Taxi-drivers entered into it with great verve and skill, but the loudest cheers were for the sole woman competitor; she put the quick-accelerating and hard-braking taxi to shame by quietly parking in a car's length without the popular fuss and dash.

As the shadows lengthened people began to go into Church to take part in an impressive service at which the Bishop was present. Thanksgiving was made for safe driving in the past and prayers were offered for all travellers on the roads of the future.

Night fell and we turned towards home, our headlights shining down the twisting roads, lighting up the cane-fields, reflecting on the water in the fields of rice. But driving was more careful and headlights were dipped; it was only as we came on to the greater highways again that we saw how much work remained to be done.

The final grim reminder was waiting for us as we turned west towards Port of Spain. By the roadside was a small car smashed and twisted out of recognition. Someone had placed a huge placard at the side of it: "Four people were killed, three injured. . . ." We remembered that we had been given another slogan, made by the Archbishop of Canterbury — "Drive carefully; drive prayerfully." It is badly needed in Trinidad.

F. N. C.

# Springtime

## IS TUNE-UP TIME



### ... Rootes Group Specialised Service

Now is the time to service your car for the bright days ahead. Make sure that you take advantage of the

Rootes Group Specialised Service this Spring. Work will be carried out by factory-trained mechanics who have up-to-date knowledge of your model and use specialised tools. Only Rootes Group *genuine* parts are used.



Obtainable  
where  
you see this  
sign

**HUMBER • HILLMAN • SUNBEAM • COMMER • KARRIER**



*For every kind of motoring..*

There is a Dunlop tyre designed for every purpose. For everyday motoring, for cars driven at sustained high speeds, for cross country and on-and-off the road service. All are built to give complete dependability and confidence at the wheel.



For their new models  
and every Ford ever made



approve



# SUMMER HOLIDAY

## IN WINTER

**Devon a Good Touring Centre Even in January**

The Italian look of Salcombe in winter sunshine



**W**HY take your holidays always in summer when everywhere is crowded, expensive and generally spoilt? And if you do decide to take them in the winter you don't have to go abroad, unless you are a skier or winter sports enthusiast, or want casinos and a "madly gay" time.

But if you are in need of a rest and want a quiet holiday with a limited amount to spend, you cannot beat the west country and south Devon in particular.

So it was that we left London on a January morning and headed for the south Devon coast with no particular place in mind to use as a base. One thing was definite—it had to be small and it had to be quiet. The idea of a big seaside town out of season (or in) is not our idea of fun. We decided to try Salcombe. Being a village it would never feel empty and an estuary is always worth watching. The general idea was not to motor everywhere, but to use the car mainly to get to a point from which to walk.

We booked in at one of the two large hotels—the only ones open. The terms were reasonable, it was warm and comfortable, the food was good and plentiful and the whole staff, most of whom had been there for many years, were courteous and considerate. We neither of us have enjoyed a stay in any hotel more.

We certainly found the poet's saying: "The winter at Salcombe is winter only in name," perfectly true, with bright sunshine nearly every day, even when there were gales, snow or smog in the rest of Britain. The country is so green and the air so soft that it is impossible to think of the season as winter. We did find primroses and wild violets in January, and in the gardens there were roses, camellias, and aubretia in full bloom—even the first narcissi.

There is superb country and coastline within easy distance of Salcombe, and at this time of year Devon lanes are deserted, apart from the odd tractor or delivery van. There are dozens of glorious walks along either cliff, heath, path or lanes in the lively valleys, and most of them can be done easily from Salcombe in half a day or less.

Many points, of course, are best reached by car. Run over to Dartmouth via Kingsbridge, Tor Cross and along the golden stretch of Slapton Sands up to Strecte and on to Blackpool Sands; come very slowly down the hill to Black-

pool—a Walt Disney group of thatch and chimneys set in woodland. When you get up the hill on the other side, stop and look back through the pine trees to the surf breaking on its own sandy cove. On through Stoke Fleming to Dartmouth. Take the high road above the castle right to the top of Compass Cove cottages, and look back over the Dart estuary. Spend some time in Dartmouth itself—you will find a lot of attraction in this little town.

Another day, leave Salcombe and drive round to South Pool whose church has what is probably the best screen in south Devon. On through Chiverton, East Prawle and to Portlemouth, where there is another magnificent church screen. Leave your car in the lane here and take the two-penny ferry back to Salcombe for lunch—unless you have a packed one with you. After lunch, back by ferry and car, or better still walk to Goodshelter Creek (1½ miles). Do this when the tide is well on the ebb and watch the wild duck, oystercatchers, curlew and, of course, gulls of many kinds on the mudflats—a really worthwhile sight. If you do go by car it is essential to go at low water, especially during spring tides.

If you have driven to the Creek, instead of coming back to the ferry, go on to South Pool, round Kingsbridge and home. All this is easy motoring with very rewarding views.

Those who want to go further afield can see Totnes, Buckfast Abbey, Buckland-in-the-moor, and the wide stretches of the moor itself. The best of Widecombe is the distant view across the moorland; Ashburton is a market town with a charm all its own. Not far from Salcombe is Berry Pomeroy Castle, the most beautiful ruin in Devon, and if you want a whole day's outing, cross over the Cornish border near Tavistock and see Cotehele House, one of the finest Elizabethan Manors in Britain.

Of the many short walks, one of the most glorious is the one to the top of Bolt Head with unsurpassed views up the estuary and to sea. Walk on to Bolberry down, Bolt Tail and Hope Cove—you will hardly be able to resist it.

The only equipment needed is sheet 188 of the one-inch Ordnance Survey map, a pair of field-glasses, which will add enormously to the enjoyment of the glorious scenery, and a small compass—if you get as much fun out of it as I do.

TOBY DRAYSON.

Thatched cottages, cream-washed, at Hope Cove, make a pleasing contrast with the tree-fringed estuary at Salcombe





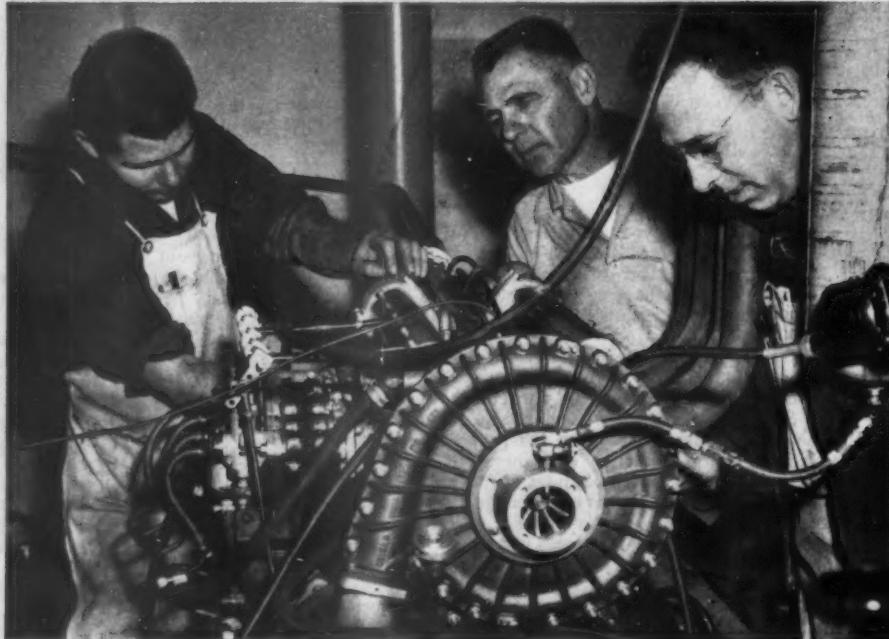
# You Know Something?

AFTER YEARS OF COLD-SHOULDERING, DETROIT  
NOW TAKES A PEEK AT U.S. RACING

By GRIFFITH BORGESON

*Luigi Lesovsky is another of the dedicated few who would rather build race cars than merely make a good income. He is a combination engineer, machinist, draughtsman and metal-worker. His shop is small, crowded and dark and he has one or two employees. He produces very few cars, but their quality of design and workmanship is high*

*Louie Meyer, three-time winner at Indianapolis (centre) was a prosperous industrialist before he "retired" to run the factory where the Offy engines are made. The little plant is able to stay in business thanks to contracts for machine work it obtains from outside industry, chiefly the aircraft industry*



**I**T is difficult to imagine a subject that is more thoroughly misunderstood by British motor sport enthusiasts than the status of first-class racing in the United States. Recently an expression of this stubborn and perennial misconception made print again in the correspondence pages of an English periodical.

"There is no question," said the letter, "that America has vast technological resources. Its automobile industry is the world's largest and therefore should be the most experienced. Why, then, does America not only fail to dominate international racing, but seems even to be incapable of building a Grand Prix contender?"

To the knowledgeable American the last sentence of this passage is a glaring, obvious *non sequitur*, since it assumes that the U.S. auto industry and racing are somehow related. Actually, nothing could be farther from the facts. So-called "big time" racing in America is a cottage industry—a "backyard operation," as we say in the U.S. Except for having a few open lines of communication with some manufacturers of mass-produced components—sparkling plugs, tyres, piston rings, and the like—U.S. professional racing is as divorced from the automobile industry as the steam traction-engine cult. It has no access to the industry's "vast technological resources," or to its financial resources either. That the U.S. has first-class track racing at all is a miracle, and it survives only by constant straining at its own bootstraps.

Still, the U.S. produces good track racing chassis, occasionally a good new engine, and of course the indefatigable and indomitable Offenhauser engine, mainstay of the dirt tracks and the Indianapolis 500. But these evidences of a racing technology exist only because there are a few individuals in the U.S. who would rather make racing cars than

money, and who are, in fact, often willing to gamble personal fortunes on what is probably the nation's worst business risk. Rejected, disowned, and flung upon its own precarious resources by the world's largest automobile industry, the sport still somehow retains its old integrity and continues to astound even its most ardent devotees.

Before World War I American automobile manufacturers did support professional racing and found it profitable to do so. Marmon, for example, won eternal fame when the make won the first Indianapolis 500 Mile Race in 1911. And Stutz' eleventh place at Indianapolis in 1911 was considered ample justification for its motto, "The Car That Made Good in a Day." Citizens knew that the competing cars were only slightly modified versions of the machines they could buy on a showroom floor, and for as long as this was true the industry regarded racing as a profitable if speculative form of sales promotion.

But the fame and fortune that could be earned in American racing inevitably attracted machinery of more specialized and rational design from Europe. Peugeots, Fiats, Mercedes, and Blitzen Benz's soon demonstrated to America's racing drivers that it was absurd to compete against advanced, race-bred engineering with T-head and L-head beasts of burden. Gradually they began to turn from the Marmons and the Stutzes to cars of Peugeot and Mercedes calibre.

Immediately after the Kaiser war, in 1919, a new class of American machine built specifically for racing began to appear. Fred and August Duesenberg began their long line of cars powered by straight-eight engines with V-inclined overhead valves. Louis Chevrolet and his brothers were hot on the Duesenbergs' heels with their twin overhead Frontenac and Monroe engines. Harry Miller swept

on to the scene in 1921 with his own twin overhead straight-eight, and competition thereafter was limited strictly to the stark and sinewy thoroughbred class of racing car. The solid, utilitarian American passenger car chassis was incapable of living in the same atmosphere with these machines. Racing's value to the mass manufacturer had passed.

Motor racing, like yacht racing, became the vocation of well-to-do sportsmen. They bought their fine machines from Miller in Los Angeles or Duesenberg in Indianapolis. These were magnificent cars, bristling with advanced design ideas, faster and more efficient every year. Detroit viewed their evolution with a frigid alarm that reached its peak during the 91 cu in supercharged formula, from 1926 to 1929. The speeds of these clean-cut straight-eights were incredible—Frank Lockhart's 1,500 c.c. Miller turned 164 m.p.h. at Muroc Dry Lake in California in 1927! Yet their fuel consumption was moderate. Detroit was well aware that comparison of these machines with its own cheap utility cars was inevitable—and bound to be unfavourable.

The final blow to Detroit's collective self-esteem came in 1930, when racing officials, in an effort to entice Detroit back into racing, put the free-for-all formula—or junk formula, as it was rudely but accurately called by the professionals—into effect. The new rules were stacked in favour of the cast-iron, modified-stock track job. The displacement limit went from 1½ to 6 litres. The regulations banned superchargers and more than two carburettors, and specified a minimum car weight of 1,750 pounds. With every handicap in their favour, the manufacturers of passenger cars gave racing one last, big try. And they failed. The small-displacement, race-bred cars still dominated every contest. In the mid-thirties the manufacturers, thoroughly beaten, vowed in a *formal* agreement that they would omit even the mention of speed from their advertising and publicity, and withdrew completely and entirely from competition. Thus relegated to limbo by the industry for which it was alleged to be a source of inspiration, racing became totally dependent upon the efforts of a few men.

How—and why—these few have managed to keep the sport alive is a mystery. Each of the great designer-builders has proved that to live for racing alone is to die poor. Chevrolet might have become a wealthy man if he had not loved racing. The same is true of Fred Duesenberg and Harry Miller. Still, when Miller went bankrupt in 1931, his shop foreman, Fred Offenhauser, took his meagre savings out of the bank and bought a few of the old plant's patterns and tools from the sheriff. Throughout the thirties and until the war, with its lucrative government contracts, Offenhauser preserved the pure-bred engine only by working primarily on non-racing jobs. Meyer and Drake, today's manufacturers of the venerable Offy engine, live the same precarious existence—and are, of course, in no financial position to toy with the new engine designs.

The leading suppliers of frames, running gear and bodies for U.S. championship cars are Frank Kurtis, Eddie Kuzma, and Luigi Leosovsky, Kurtis being by far the major builder. But Kurtis' path is no smoother than the others. Although American race-car owners invest in their machines roughly one-tenth to one-fifth the cost of a Mercedes-Benz formula I car, and although Kurtis has built dozens of Indianapolis machines of unquestioned excellence, he reports that only once or twice in his career has he not been forced to haggle over the price of a machine. He and his colleagues build admirable cars. But anything visionary or experimental must be financed out of their own pockets. And they walk on the razor's edge that separates profit from loss, survival from failure.

Obviously these men do not stay in racing for money. Neither do they for glory and renown. Nowhere, probably, is motor sport a less glamorous and glittering affair than in the U.S. Perhaps this is because competition in America seldom has the element of national rivalry. If Canada and Mexico, for example, were threats to U.S. trade and therefore to the U.S. economy, if patriotism could be inflamed with challenges, doubts and hopes, as it so often is in European racing, then the sport in North America would undoubtedly have much greater popular appeal and respect.

*View of part of the Kurtis plant. It's small, but it's the largest such plant U.S. racing can afford to support. At the peak of the season, Kurtis employs 15 to 20 men. A few wealthy sportsmen are shareholders in Kurtis-Kraft, Inc. Without them the firm would not exist.*





Eddie Kuzma, left, builds top-flight championship-class cars in his small one-man shop in Los Angeles. Building one or two cars a year, modifying and repairing others, he stays in business

But in American racing there is not even the element of West Coast *versus* East Coast. With no competition of the politico-economic variety, virtually none of make against make, fervent enthusiasm on the part of the public-at-large is unheard of.

Thus the U.S. has a rather dreary round of "championship" contests, where there is competition not among *marques* but only among drivers; it also has the phenomenon known as the County Fair Circuit. These bucolic festivals are supported chiefly by rustics for whom an auto race has somewhat less appeal and less meaning than a fireworks display or a sky-writing act.

For this kind of "public acclaim" and with no funds, the U.S. racing specialists continue their struggle to give the sport some semblance of life. Lately, however, there have been some signs that Detroit's hostility to racing is beginning to thaw. It is no secret that in the early days of the U.S. sports car boom certain outstanding Cad-Allards had strong, if veiled, factory support. Chrysler took a lively interest in a Chrysler-engined car prepared for the 1953 Indianapolis race. The car was very fast but the entry was sabotaged by race-car owners who refused to grant it a displacement handicap to compensate for the weight of its cast iron and the less efficient breathing of its push-rod valve gear.

Undeterred, Chrysler focused its competition efforts on the stock-car field. A Dodge team won its class in the last Mexican Road Race. Dodge cars broke a bevy of speed records on the Utah salt in 1954 and, when this feat seemed to stimulate sales, set more new records there in 1955.

## You Know Something? . . .

Even less coy regarding its interest in racing has been the Lincoln Division of the Ford Motor Company. In '52 and '53, the Mexican Road Race-winning Lincolns, actually factory-sponsored, were advertised as being entered by dealers. In '54 the factory took full credit for the Mexican campaign. Benson Ford, vice-president in charge of the division, and an authentic racing enthusiast, went to Mexico himself to preside over the third Lincoln victory in a row in this important race.

In the last few months the modest *marque* of Chevrolet (General Motors) has cut a startling swathe in stock-car racing. This was a severe shock to Ford, which of the two has been able to claim livelier performance for many years. One result has been the novel sight of Chevrolet and Ford engineers nervously advising and taking notes in race-track pits where such factory representation has not been seen for decades.

Obviously, Detroit's attitude toward racing is undergoing a fundamental change. The change may be so extensive that some manufacturers will some day compete at Indianapolis again. But this is still a long way from formula I racing overseas. It's plainly apparent that cars of Mercedes and Ferrari formula I calibre cannot be expected to emerge from the environment of present-day U.S. professional racing, which is actually financed and conducted on an amateur scale. Such machines could be made and campaigned only by the U.S. auto manufacturers themselves. And this is not likely. Detroit's chief market is still the home market, which is quite unconcerned about non-stock-car racing and almost entirely indifferent to such racing in foreign countries.

And these are the reasons that the U.S. neither dominates international racing nor builds a Grand Prix car. The



(Above) Leo Goossen is chief engineer of Meyer and Drake, builders of the Offenhauser engine. Goossen has survived three changes of ownership of the firm, started out with Harry Miller in 1920, and has done the engineering and draughtsmanship on almost every racing engine built in the U.S. since then. He is the only man in the U.S. with experience comparable with that of the many overseas engineers who specialize in the design of racing machinery

(Left) Frank Kurtis' racing chassis dominate U.S. championship competition and have for years, yet no car owner has ever handed him a blank cheque with orders to build the best possible car, with cost a secondary factor. On the contrary, these investments are almost invariably held to an absolute minimum. Funds simply are not available for elaborate or experimental designs



fraternity that empties its pockets to support national championship racing at home cannot afford the appealing luxury of foreign competition. The U.S. automobile industry can afford it and has the technological and financial resources to do a superlative job. But the incentive simply is not there. There are many better, less speculative media for sales promotion in America.

# PROMISING SEBRING

Anglo-American merger: one of the American-driven works-entered D-type Jaguars during preparation for the Sebring 12-hour race, photographed at Coventry a fortnight ago.

THE 12-Hour International Grand Prix of Endurance to be held, as in the past, on the 5.2-mile airport course at Sebring, Florida, holds the greatest promise in its seven-year history. The date is March 24 and chief starter Ben Harris's flag will herald the Le Mans start at noon, instead of 10 a.m., and the winner will receive the chequered flag at midnight. If anything, the two additional hours of night driving will add to the zest and suspense of the race by throwing additional strain on electrical equipment and driving skill.

This year's event, for the first time, counts for the World's Sports Car Championship on the same basis as the 1,000-kilometre races at Buenos Aires and the Nürburgring, the Mille Miglia, the Tourist Trophy, the Mexican Road Race and the Targa Florio. As a result of its new status, Sebring will be paying prize money for the first time. The jackpot is modest enough by European standards for a race of this length and importance, totalling \$10,000 split up into two equal amounts, apportioned to the winning, second and third cars on distance and Index of Performance. In each of these categories, the winner will receive \$3,000, the second-place car \$1,500 and the third \$500. In view of the heavy expense involved in bringing over any team of three cars from Europe, and the inevitable element of chance involved in a race of this sort, Sebring's monetary inducements are not calculated to send manufacturers or team managers — let alone drivers — into ecstasies; however, with a little expense money added, they constitute a definite step in the right direction.

The 60 drivers facing their machines from across the track, just before the Le Mans start, will include representatives of Cuba, Mexico, Venezuela, Canada, the Dominican Republic, Germany, England, France and Italy, as well as the United States. And of the 21 makes of cars, three are Italian, ten British, two each from France and Germany and four of American origin. The growing impact of European sports cars on Detroit is an extremely interesting phenomenon which may well, in time, engulf the entire, highly competitive American automobile industry in a mad scramble for leadership now that the ice has been finally broken. For this is the first year in a generation that Detroit is taking sports car racing seriously and that an American manufacturer — Chevrolet — has openly announced an intention to compete in such events, beginning with Sebring. Said Mr. Cole, chief engineer of Chevrolet, at a recent press luncheon: "We're in racing to stay . . ."

Dealing first with the factory entries, Classes C and D are virtually certain to provide the leaders. Ferrari has entered three cars — 1½-litre, and 3- and 3½-litre



Monzas. Works drivers are to be Fangio, Castellotti, Musso, Gendebien and Portago. Driver complement is also complete for the three D-type Jaguars entered by Jaguar New York Distributors, Inc., behind which stands Briggs Cunningham. Crews will be Mike Hawthorn, Ivor Bueb, Duncan Hamilton, Sherwood Johnson, Bill Spear and Desmond Titterington.

In addition, there are three of the new and much improved Chevrolets entered by John Fitch Enterprises, with Fitch the only nominated driver so far. While these machines obviously stand little chance of winning, the experience gained under strenuous racing conditions will prove invaluable.

Class B looks like an exclusive Ford party, with two Thunderbirds entered by De Paolo Industries and probably a Ford prototype sports model. The three drivers so far appointed to the Thunderbirds are Chuck Stevenson and Johnny Mantz, both top-ranking professionals, together with Chuck Daigh.

Maserati have entered three works cars, a 1½-litre, 3- and 3½-litre. Drivers will be Taruffi, Behra, Perdisa, Mendeiguy and Musso's brother, Giardini. The equally formidable Aston Martin DB3S three-car team will be handled by Moss, Parnell, Salvadori, Collins, Carol Shelby and Tony Brooks. Two 100S Austin-Healeys with Macklin, Jackson-Moore, Bill Brewster and possibly Donald Healey up, can be relied on to give a good account of themselves.

Class E slightly favours the three Arnolt-Bristols which are running in opposition to a brace of Morgan-TR2s — the former having the edge in top speed. "Wacky" Arnolt, Goldieh, Ballinger, Stewart, Panks and Boynton, together with Ray Cuomo, form the Arnolt-Bristol contingent; Rothschild and Hunt will drive the Morgans; their co-drivers are, as yet, unknown.

The perennial battle between Porsche and Osca will be renewed in Class F, with the addition of a 1,500 Maserati. Porsche has two Spyder 550s, one of them to be handled by Von Hanstein and Herrmann, the other as yet driverless. The two Oscas will feature Makins and Bott, piloting one machine, Cabianca and Carini the other, though this car's presence is doubtful.

Class G, which promises to become the most hotly contested displacement category among Americans in 1956, should certainly produce a minor species of fireworks between Lotus and Cooper-Climax. The latter has three cars entered, to be driven by Pete Lovely and John Fox of California, Cracroft and Byron, Ed Hugus and John Bentley. Although Lotus has only one factory entry, which may be shared by Colin

Chapman and Ken Miles (this car may have a 1,452 c.c. twin-cam Climax engine and run in Class F), two more privately entered Lotuses and a lone Elva-Climax will certainly provide the Coopers with quality of opposition. Dr. M. R. J. Wyllie drives the second Lotus with his wife, and J. B. Shepherd the third; his co-driver is not yet nominated. The Elva will be handled by Canadian Peter Dillnut.

Class H is to be debated by a pair of D.B.-Panhards and two aerodynamic Renaults. There is some doubt about Renault, even though Redéé and Pons have been named as drivers, since it appears that the factory would prefer to run its diminutive saloons and these cars have been ruled out as unsuitable, particularly in view of last year's accident which involved a Renault and a Ferrari. The only D.B. driver to far mentioned is René Bonnet. There will also be a prototype Renault-D.B. driven by Norwood and Lucas.

Oddly enough, a majority of factory entries conform with the F.I.A. Appendix J, Production Category, which states that at least 25 cars of a given model must have been built and sold. The Thunderbirds, Corvettes, Austin-Healeys, Arnolt-Bristols, Morgan-TR2s, Porsche Spyders and D-Jaguars all qualify.

The following is the breakdown at this time on the private or independent entries which make up the field of 60:—

#### Class C:

Five D-Type Jaguars: J. Ensley and Sweickert; J. Kaplan and R. Boss; Cunningham and Benet; McKenzie and Brero; Menz and Fernandes.

One 3.5 Ferrari Monza; P. Hill, no relief nominated.

One 4.4 Ferrari; J. Kimberley, no relief nominated.

#### Class D:

Three Mercedes 300SL: two entered by C. Flynn, with Flynn and Dr. Morales nominated. Third car entered by G. Tilp, driver P. O'Shea.

One Austin-Healey 100S entered by Ship and Shore Motors; Stiles and Huntoon.

One Maserati 3000S entered by A. Paravano; Parson and Gregory.

One Aston-Martin DB3S entered by R. Calveth; driver Calveth.

#### Class E:

One A.C. Ace entered by J. H. Dressel; Dressel and Woodbury.

One Ferrari Mondial entered by P. Rubirosa; George Schraft; co-driver as yet unknown.

#### Class F:

Two Porsche Spyder 550s entered by S. Ambrosiani and J. McAfee. First car, Count Lurani and Baron de Graffenreid. Second car, McAfee and another.

One Osca entered by C. Braniff; Braniff and another.

Three M.G. As: Ash, Ehrmann; Kincheloe and another.

Two Maserati 1,500s; Haskell and another; Burns and Scott.

One Alfa Romeo Giulietta entered by H. Wessels; Wessels and another.

# Mendoza's Day Out

## ALL-ITALIAN ENTRY IN SOUTH AMERICA'S THIRD BIG RACE

THANKS to some obscure process of official reasoning, the formula 1 race held in Mendoza, at the foot of the Andes, 600 miles from Buenos Aires, was named the *Gran Premio de la Ciudad de Buenos Aires*—a fact which irked the local authorities considerably. Enthusiasm for the event was terrific in this beautiful little city, and on race-day people were already wending their way to the circuit some eight hours before the start. This was partly because of the publicity given to a Mendoza driver, Pablo Gulle, who had been nominated to drive one of the team Maseratis in place of Jose Froilan Gonzalez. Galle was slow and uncertain with the car, obviously at a loss as to what to do with the power under his right foot. However, he was not so slow as Luigi Piotti, who had been bad enough in Buenos Aires but was atrocious in Mendoza. Driving a perfectly tuned Maserati, he recorded 2m 07sec. against Gulle's uncertain 1m 58 and the 1m. 59 of Alfredo Uria with a 1953 Maserati. It was anticipated that during the race the leader would pass him every six laps, but in actual fact this occurred on every fifth.

At the start Castellotti hared off in front, but Fangio passed him and at the end of the first lap Fangio, Castellotti and Musso were leading, three Lancias in line ahead, and the Maseratis already astern, led by Moss and Behra. Hawthorn's Owen Maserati started off badly but soon began working its way up again through the ruck. Piotti passed on his first lap already five seconds behind the penultimate Gulle.

Clearly the Maseratis, which had had much carburation trouble in practice, were unable to hold the Ferraris on this 2,000 ft. high track. Moss led the attack, but spun round and let Behra into

fourth position, while the Lancias triumphantly sang along. However, at thirteen laps this chorus was to be reduced to a duet, as Musso ran off a slightly banked turn and crashed, not hurting himself but bending the Lancia. This left Fangio and Castellotti well away, and Menditeguy leading Behra; but shortly afterwards Castellotti too retired, a stone having punctured his oil-cooler. So now the fortunes of the Maranello firm had changed from rosy to worrysome, with Fangio leading in the last remaining car.

Moss passed Behra into third place and started hounding Carlos Menditeguy, who proved a rather hard nut to crack. Hawthorn, who had been sixth with excellent prospects, paid a visit to his pit and dropped back; the order at 30 laps, half-distance, was Fangio, Moss (having by now passed Menditeguy), Menditeguy, Behra, Collins, (Ferrari Super Squalo), Gendebien (Lancia-engined Ferrari), Landi (Maserati), Gulle (Maserati), Hawthorn (Maserati), and Piotti (Maserati).

Once in second place, Moss set out to see what he could do about catching Fangio, and in fact, was beginning to knock two or three seconds per lap off the champion's lead; but Fangio had been slowing on pit instructions and soon speeded up again when told to do so. The gap then remained constant at some 25 secs., until Moss also slowed, realizing the futility of chasing Fangio in a slower car—at least in Mendoza conditions.

Thus the race ran out, although Menditeguy—perpetually unlucky—lost his third place when his Maserati began emitting peculiar noises and running on a non-standard number of cylinders. Collins was fifth, having driven a steady race, followed by Gendebien, slow and with a car

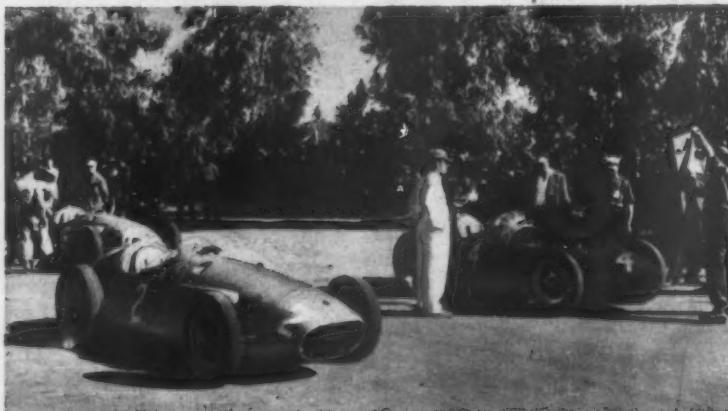
which did not sound very healthy, the consistent Landi, Hawthorn and Piotti.

The circuit employed is very pretty, nestling at the foothills of the Andean chain, in a large natural park bordering Mendoza city. It is some 2.6 miles long, 60 laps being covered in the race. This was the first time Grand Prix cars had raced in Mendoza, and the support fully justified the longish trip from Buenos Aires, as some £7,000 was collected in gate money alone, not counting radio fees and a donation by the State-owned petrol distillery, Yacimientos Petroliferos Fiscales. This is little under the sum collected for the Grand Prix, and considerably more than the £1,500 which was taken for the 1,000 kilometres sports-car race.

The installations—pits and so on—were rather rudimentary, although the garages were on a more lavish scale; but too much criticism should not be levelled at what is a private venture, financed by enthusiastic private members of the small Mendoza Automobile Club without any official support at all. The Autodrome has cost some £6,000 to date, which is a "huge sum in Argentina, and as the races were financed by the Municipality of Buenos Aires, the Mendoza Club received only a token £380 for the use of the track.

### RESULTS

1. Lancia (Juan Manuel Fangio) 1h 52m 38.9sec., 83.10 m.p.h.; 2. Maserati (S. Moss) 1h 53m 17.8s.; 3. Maserati (J. Behra) 1h 54m 24.6; 4. Maserati (C. Menditeguy) 1 lap behind; 5. Ferrari (P. Collins) 2 laps; 6. Ferrari-Lancia (O. Gendebien) 3 laps; 7. Maserati (F. Landi) 3 laps; 8. Maserati (P. Gulle) 5 laps; 9. Maserati (J. M. Hawthorn) 6 laps; 10. Maserati (L. Piotti) 8 laps.



Pre-race tension? Stirling Moss' Maserati (No. 2), Behra's Maserati (with bonnet off) and Menditeguy's Maserati basking in the sunshine before the start of the Mendoza Grand Prix.

# The SPORT

**ALREADY** preparations are going ahead — apace, as they say — for the B.R.D.C. British Empire Trophy race, the eighteenth of the series. The event, to be held on April 14, will be run under a National Open permit; that is, foreign participation will be allowed, though Grade 1 drivers from foreign countries cannot compete.

Several minor but significant alterations have been carried out at Oulton Park since last season. The exit from Deer's Leap, immediately before the pit area, is being slightly eased, with the object of preventing the faster cars drifting outwards towards the public enclosure, or inwards towards the pits. Three new grandstands have been built — at Lodge and Old Hall corners and at Knicker Brook. Already, Oulton Park is probably the best true road circuit in the country, though not the fastest; these additional spectator amenities should greatly add to its popularity, and the easing of Deer's Leap should slightly increase lap speeds.

**AT THE TIME** of going to press—which is quite a while before you will be reading these pages — there appears to be no foundation for the story that the Le Mans race is definitely off. M. Acat, of the Automobile Club de l'Ouest, organisers of the 24-hour race, says that, rain or shine, the race will be held on August 4-5. Many such emphatic statements have been made in the past, and come to nought, but this does sound a little more cheering.

**AFTER AN EXCITING** race, during the first half of which the lead changed several times, Maurice Trintignant (3-litre Ferrari) won the Agadir Grand Prix on Sunday, 26 February. Towards the end of the first half of the race Jean Behra's 3-litre Maserati took the lead — a position which had been held in turn by himself, Schell, Trintignant and Pillette (all driving 3-litre Ferraris). From then on, only Pillette's Ferrari ever looked like catching him.

After 80 laps—only 20 before the finish — when the result seemed certain, and Pillette was some 50 sec. behind Behra, Ugolini signalled Behra to reduce speed. Nine laps later there was an ominous squeal of tyres and the crowds surged towards a corner some 600 metres after the pit area. The leading Maserati had left the road, apparently through a steering defect; though the car was virtually undamaged, it was out of the race. A few seconds later, during the same lap and almost at the same spot, Pillette, now in the lead, also came to grief. Pillette was less lucky than Behra, the car overturning and Pillette being thrown out. He was

taken off to hospital with a broken collar bone; subsequent reports suggest that he is recovering well. Thus Trintignant, lying third and expecting to do no better, suddenly found himself in the lead and was followed across the line by Harry Schell's 3-litre Ferrari, and Picard in a similar car.

**THE RESULTS** of the seventh Sestriere Rally, which counts towards the European Touring Championship and for which there were no British entries, seem to indicate a day out for the Germans. First came Schöck and Moll, in a Mercedes-Benz, followed by Gutbrod and Schwind in a B.M.W. The Italians, Tarmazzo and Grino were third in an Alfa Romeo.

**THE B.A.R.C. EASTER GOODWOOD** meeting has now been placed on the list of events having full international status, thus becoming the first International race meeting in Europe this year. The main event will be the Richmond Trophy formula 1 race, over 32 laps (76 miles), and a fully representative field of Grand Prix cars is expected. Because there are no formula 1 races in Europe before the Aintree meeting on April 21, it is hoped that the Continental équipes will leave their cars over here for this second International meeting. The Owen Organisation has informed the B.A.R.C. that they intend to send two B.R.M.s, to be driven by Mike Hawthorn and Tony Brooks, and the organisers are in negotiation with Maserati, Ferrari, Connaught and Vanwall. If the results of these negotiations are satisfactory, it should be quite a meeting with which to start the International calendar in Europe.

Other events include a 15-lap, 36-mile race for sports cars over 1,500 c.c. with a prize for the first 2-litre car; a seven-lap event for sports cars up to 1,500 c.c., with a prize for the first 1,100 c.c. car; the seven-lap Earl of March Trophy race for formula 3; seven-lap Lavant Cup race for 2,000 c.c. unsupercharged racing cars; one or more Easter handicaps for racing cars exceeding 500 c.c.; and a 13-lap race for series production sports cars.

First race will be at 1.30 p.m. Regulations are now available from the B.A.R.C.

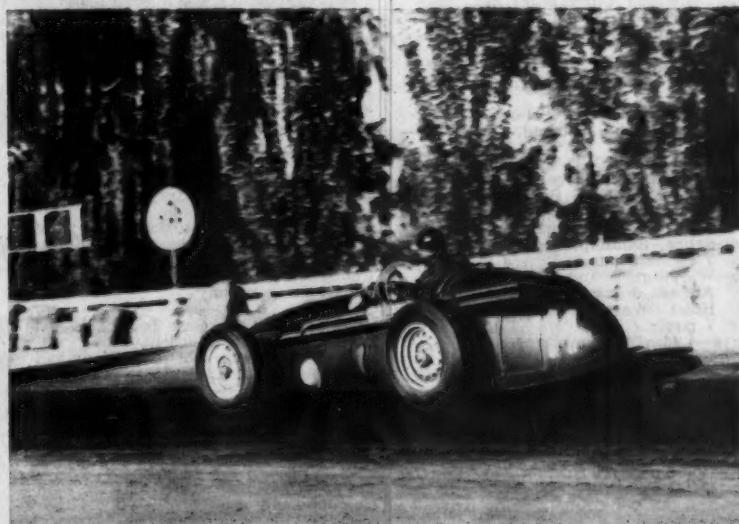
Mike Hawthorn, in the Owen Maserati with Dunlop wheels and disc brakes, on the banking at Mendoza.

**AFTER A SPATE** of conflicting reports, the future of the Round-Australia Trial is now assured—at least for another year. Ampol Petroleum Pty., Ltd., have announced that they will sponsor the event for 1956, and Redex have announced that they will no longer give their sponsorship.

After the fiasco following the conclusion of last year's Trial, public feeling was very much roused against the entire organisation. Anomalies, badly framed rules and regulations, and wild irresponsible statements had the effect of turning a victory into something of a farce. The action of Redex is not surprising and Ampol have announced that they will consult all the main motor clubs and organisations before drawing up an entirely new set of regulations for this year's Trial.

Ampol's action is viewed as one more step following the breaking of the gentleman's agreement which has restrained all the oil companies in Australia since the war. This was first broken by the Vacuum Oil Company in sponsoring the Mobilgas Economy Run in 1955. Then, in January, C.O.R. announced that they would sponsor drivers in races and other events, and would award bonuses to winners using their products. There is no doubt that this new competition will give a very powerful boost to the sport in Australia and, with the new sponsors, it seems likely that the suggested boycott on the Round Australia Trial will be lifted.

**MARKING THEIR** tenth anniversary, the B.R.S.C.C. dinner-dance at the Park Lane Hotel, London, on February 24 must have been one of the most cheerful and informal club parties ever held. Two first-class bands provided the music—Humphrey Lyttelton and Sid Phillips. The ballroom was packed with 624 people, leaving little room for dancing — which didn't matter particularly; half the people preferred to stand round the dais, listening to "Humph" Lyttelton and swaying to the music. The menu was printed in Cockney, one of the courses being "alf-inched Lillian Gish and brand-new Murphies"—signifying poached salmon. In an extremely witty speech, which kept the crowd laughing throughout, Nevil Lloyd referred to Desmond Scannell, who has recently retired



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Sport*

from secretaryship of the B.R.D.C. to join a transmission firm. He said that he thought Scannell's advertisements on sponsored T.V. saying "Normal transmission will be resumed as soon as possible" were extremely clever.

The proceeds of the tombola — a third of which were given to the British Racing Drivers' Benevolent Fund — must have been considerable, people were queuing, fourteen deep, to obtain tickets. Dennis Done won a power-operated bicycle which was auctioned by Jerry Desmonde (who compered the cabaret) and produced another £45 for the Fund.

**REVERSAL OF PLANS:** It was originally intended by the Royal Scottish A.C. that this year's Scottish Rally should start at Dumfries and finish five days later at Glasgow. However, because of an important local function at Dumfries (what this is, I do not know), it is unlikely that there will be any hotel accommodation available on the week-end concerned. In consequence, the first day's route has been reversed; the start will now take place at the R.S.A.C. Clubhouse in Glasgow, the traditional starting place.

Regulations and entry forms are now in print and can be obtained from A. K. Stevenson, Secretary, The Royal Scottish Automobile Club, Blythswood Square, Glasgow.

There seems to have been a bit of a Box-and-Cox over the date of the International Rest-and-be-Thankful hill climb. Traditionally, the event takes place on the first Saturday in July — a date which, equally traditionally, clashes with the French G.P. and 12-hour race. Accordingly, this year the club requested a transfer of date to the Saturday before. This was

agreed by the F.I.A. but it subsequently transpired that the French club had also made the same request; once more, both events were to be held on the same day, a week earlier this time. The R.S.A.C. has therefore requested and been granted a reversion to the original date — the first Saturday in July.

**ICE, BEATEN SNOW, BLEET, blizzards — the lot — combined to maintain the traditional weather conditions for the Yorkshire Rally, held during the weekend of February 11-12. The 143 competitors who set out from Ilkley on the Friday night included one crew which gave up the unequal struggle and attended a local football match. Others who succeeded in reaching the finish did so in many cases at the expense of somewhat restyled coachwork. Provisional results are as follows: Best Performance: Morgan 4-4 (C. W. Whitley), 16 marks lost; Best in Opposite Class: Dellow (J. G. Tooth) 24 marks lost; Class 1: 2, Ford Anglia (J. W. Waddington) 38. Class 2: 2, Triumph TR2 (J. C. Wallwork) 25; Ladies' Award: Morgan Plus Four (Mrs. Y. B. Jackson); Best Novice: Ford Consul (A. Turner); Team Award: B.T.D.A. (J. C. Wellwork, F. Snaylam, J. P. Boardman).**

**THE ARRIVAL** of the first set of the season's race regulations in this office must be every bit as cheering as the gardener's first primo e. The Snetterton M.R.C. has set the ball rolling with regs for their March 25 meeting. There will be events for formula 3 and for sports cars; sports and sports-racing cars will be segregated — a Triumph TR2 and a Lotus. Bristol will not be expected to compete against each other. There will be an all-Lotus handicap, the handicap times being worked out by a sub-committee of Club Lotus.

Entries are already coming in well and include Colin Chapman with the new Mark XI Lotus, as well as several other Loti. Brian Lister is

entering the Lister-Maserati and, in the larger field, David Murray is sending down two *Ecurie Ecosse* D-type Jaguars. Entries close on Saturday, March 17, and copies of the regulations and entry forms can be obtained from Oliver Sear, Little Rowev, East Harling, Norwich.

**ARCHIE SCOTT-BROWN**, on March 12, is to open his own engineering company near Cambridge — Automotive Developments (Cambridge), Ltd., four miles out of Cambridge on the Huntingdon road; the address will be K.C. Service Station, Swavesey, Cambridge. In addition to sales, service and repairs, they will specialise in tuning and preparing high performance cars and rally cars in particular — but not racing cars. All B.R.D.C. and any other club members will be especially welcome — even if only to waste the management's time by talking about cars!

**THE R.A.C. FIXTURE LIST** for 1956 is now available in a new and greatly expanded form which includes the club's Motor Sport Year Book. The size remains the same, at 3½ by 4½in, but there are double the number of pages which include an easily consulted reference book on all motor sporting topics. For the benefit of clubs, 29 pages have been devoted to listing the requirements, laid down by the R.A.C., for the organization of motoring events.

The book can be obtained from the Royal Automobile Club, Pall Mall, London, S.W.1, and costs one shilling.

PETER GARNIER

#### COMING SHORTLY

- MARCH 6-11** — R.A.C. Rally.
- 10.—Cape race meeting, South Africa.
- 10.—Mid-Surrey A.C. Spring Nocturne.
- 11.—**Dakar G.P., West Africa.**
- 11.—Combined Universities M.C. inter-Varsity speed trial, Great Dunmow airfield, near Braintree, Essex.
- 11.—Yorkshire S.C.C. 4-44 Trophy Trial, Ilkley, Yorkshire, 10.30 a.m.
- 12.—Allard O.C. Film show, Shell Mex House, Strand, London, W.C.2.
- 14.—West Essex C.C. Annual general meeting, The Three Jolly Wheelers, Woodford, Bridge, Essex, 8 p.m.
- 16.—Oxford M.C. Annual dinner and dance, Randolph Hotel, Oxford, 7 for 7.30 p.m.
- 16.—Warrington and District M.C. Annual dinner and dance, Lion Hotel, Warrington, Lancashire, 7 p.m.
- 16-18—**Lyon-Charbonnieres — Rally, France.**
- 17.—500 M.R.C. of Ireland. Race meeting, Kirkistown airfield, County Down, Northern Ireland, 2 p.m.
- 18.—Hants and Berks M.C. Blackwater Trial.
- 18.—Horsham and District M.C. and L.C.C. Spring Rally.
- 18.—Morgan 4-4 Club. Spring driving tests.

## IN BRIEF

That he personally was full of confidence regarding the future of British industry was a point made by Mr. Alex Fraser, vice-chairman and managing director of Girling, Ltd at the 24th Girling Occasion, which was held on February 24, at the Grand Hotel, Birmingham. Mr. Fraser went on to say that there was nothing which hard work and initiative could not put right. Mr. Roland E. Dangerfield, chairman of Temple Press, Ltd., touched on British roads — "most costly official misjudgment and neglect in our 20th century."

At a recent presentation, gold watches were handed to eight employees of Wellworthy, Ltd., who had completed twenty-five years service with the company.

Mr. Hugh Charles Tett and Mr. Norman Parris Biggs have been appointed directors of the Cleveland Petroleum Co. Ltd.

Mr. Gilbert Way has succeeded Mr. E. F. Mitchell as sales manager for the Midlands for the Dunlop Rubber Co. Ltd.

Ford service weeks will be held commencing on the following dates: March 12, Gainsborough Motors;

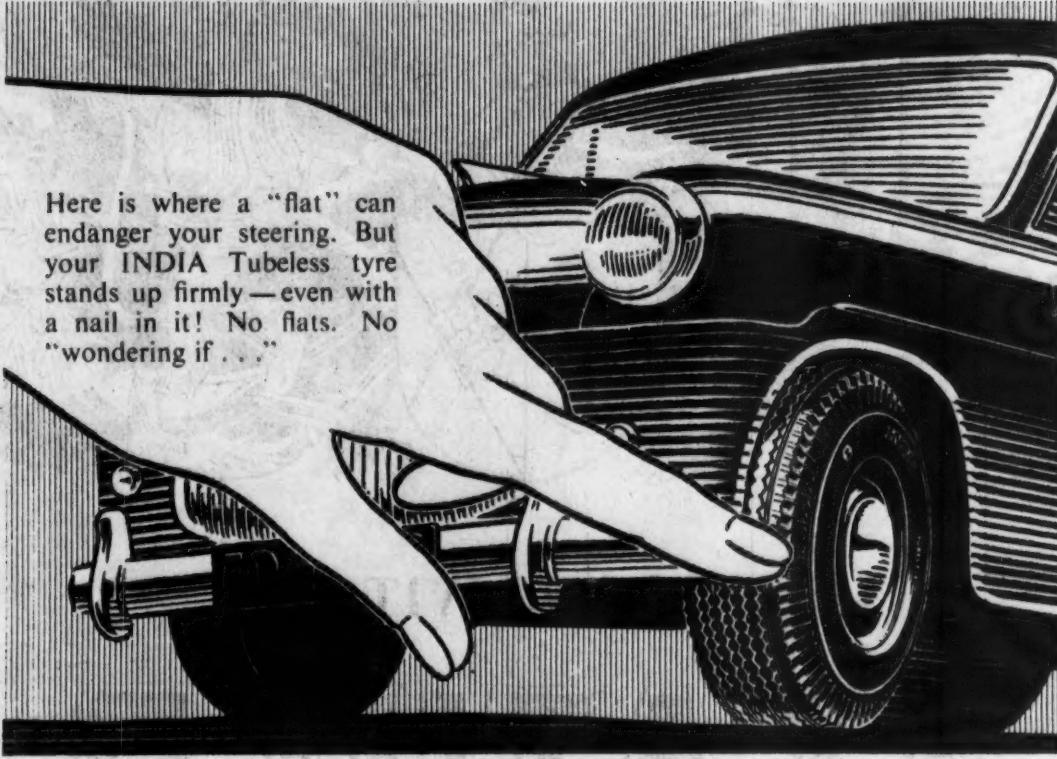
Gainsborough, Lincolnshire; and March 19, Gordons Ltd., Stockport, Cheshire.

Champion sparking plugs are fitted to the recently announced new models from the Ford factory, of Dagenham.

A new filling station has been opened at Plough Lane, London, S.W.17, by Wimbledon Stadium Ltd. It will be operated round the clock, and most of the popular brands of petrol will be available. A large car park at the rear may be available for motoring clubs who wish to hold tests or use the park as a start or finish point to a rally.

A Spring show of new cars is being held from March 3 to 17 inclusive by Newhams, Ltd., 235-245, Hammersmith Road, London, W.6. More than 75 new cars of popular makes are on display, and demonstration cars are available.

Mr. William Swallow has been appointed a director of Vauxhall Motors, Ltd. He is already managing director of General Motors, Ltd., of London, and has had close association with Vauxhall Motors for some years.

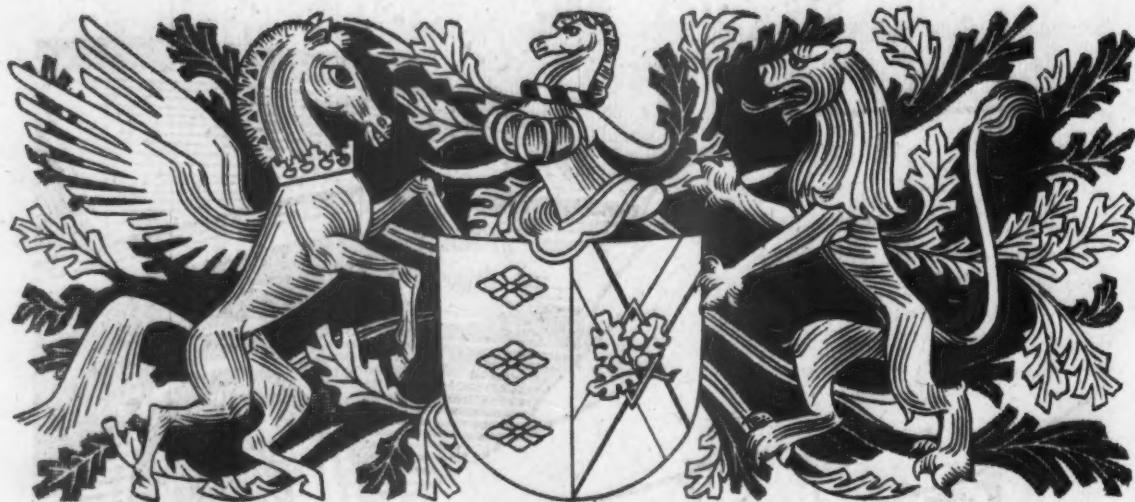


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**front**

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# FITTING A HEATER

## Installation Within the Powers of a Practical Man

IT is curious how we old die-hards resist improvements in modern cars, partly because we are accustomed to standards which satisfied us when we were younger, and also because of the pose that these improvements are luxuries to be shunned by the really seasoned old-timer.

These thoughts came to mind recently when I decided to fit a heater in my 1950 1½-litre Riley. I did not need one myself, but my wife suffered continued discomfort in her legs and feet in cold weather. Although the Riley has a beautifully made body, free from the slightest draught, and with close-fitting doors, the effect of lowering the windows sufficiently to obtain enough ventilation immediately dropped the interior temperature so that if you started a journey feeling cold you continued to be cold.

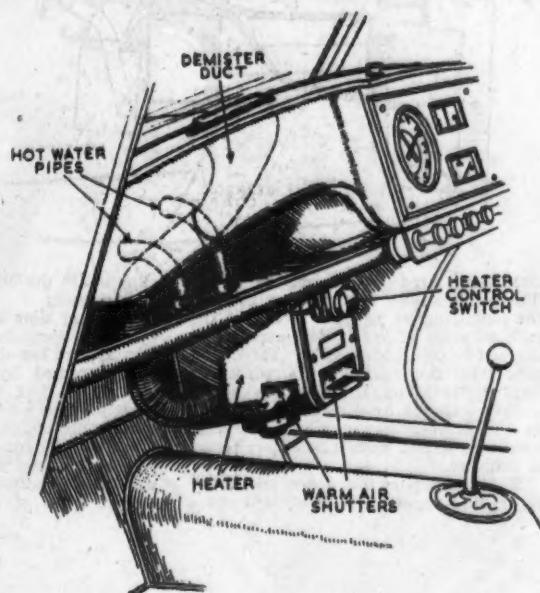
Since there is a variety of heaters on the market available for fitting to various makes of cars, I had a choice of several; either of the type which admits car radiator-heated air direct to the body interior through a large-bore flexible pipe, or a proper hot water radiator unit designed for installation under the instrument board.

The simple pattern offered advantages—in addition to its low purchase price and ease of fitting—but there was not enough free room on the rear of the Riley radiator for mounting the air collector, owing to the cooling fan. Also, the system does not provide demisting. The choice, therefore, was for an interior heater of the hot water type, and before a particular make was selected a preliminary survey had to be made of the available room inside the body and below the parcel tray, and also of the likely disposition of the hot water piping to engine and radiator.

Owing to the low parcels shelf and the high cover of the gear box in the Riley the available vertical room for a centrally disposed heater was only 9 to

The Good Companion heater installed beneath the parcels shelf of the Riley. The heater switch is within easy reach of front passenger and driver

Above, in this illustration, is shown the hot water return pipe with nipple brazed into the metal water duct of the Riley. Below, the nipple assembly for direct attachment to a standard rubber hose connection



possible then to consider the run of the hot water pipes.

Although Delaney Gallay make a special kit for Rileys, the set fitted to my car was applicable for more general use in that the hot water connections could be fitted to many cars. But the pipes had to go through two bulkheads, formed by an intermediate locker carrying the battery and tools. Consequently the permissible curvature of the 3in diameter pipes attached to the heater and running forward through these bulkheads had to be strictly observed and the necessary holes drilled with a cutter of the right diameter.

Two special adaptors are supplied in the kit. The first of these was fitted by removing the upper main hose pipe between the thermostat and the radiator and cutting a suitable hole therein for the reception of the adaptor, which is positioned as near the thermostat as possible to draw off the hottest water. The adaptor includes a water cock, and when the main hose was reassembled the length of piping between the adaptor and inlet of the heater unit could be calculated nicely.

The second adaptor (of the same type but without water cock) was intended for fitting to any main hose connection between radiator and engine. It was accommodated by drilling a hole in the steel water pipe and brazing the adaptor in the most convenient position. From the nipple of the adaptor the run of the second water pipe to the heater was measured; followed the cutting of rubber tubing to suitable lengths, to form both upper and lower connections between engine and heater. Small hose clips were used where necessary.

On refilling the radiator and running the engine up to 175 deg, no heat whatever came from the heater, but an examination of the system showed that an air lock had formed in the upper pipe at X (as seen in the diagram) despite the



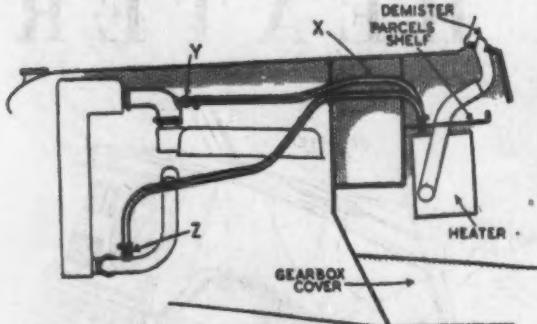
Upper hot water connection and cock attached to hose between engine and radiator, with components also in parts

10in; furthermore, some 3in of this would be taken up when the gear box cover had to be lifted off for service.

One of the smallest and most compact heaters was the Good Companion, manufactured by Delaney Gallay, and this was chosen for its low overall depth of 7½ inches; it also had a convenient bracket fixing whereby the unit could be attached to the underside of the parcels shelf, instead of the crowded wall of the Riley bulkhead.

The mounting of the heater presented no difficulties; it was necessary only to mark off the position of three holes in the shelf for the attachment bolts of the bracket, and to drill the holes. The heater, however, had two short vertical water pipes for the rubber hose connections, and these had to be located in the shelf and suitable holes drilled. Having temporarily mounted the heater, it was

## FITTING A HEATER



In this diagram of the heater installation, X indicates the bend in the hot water pipe in which an air lock was formed

circulatory urge of the engine pump. The air lock was created by a bend in the pipe being at a higher level than the take-off point at Y. It was immediately dispersed by disconnecting the lower pipe from the adaptor at Z while the engine was idling, to allow the air to escape, followed by a quick replacement as soon as water was running. The point must be watched when a hot water heater is installed.

Where necessary the upper and lower pipes are supported by light supporting

clips inside the bonnet to avoid sway or entanglement.

Demister slots in the wood rail above the facia were formed by drilling and slotting, the fan-shaped air supply ducts were attached by short wood screws. From each duct 1½ in light flexible pipe leads through a hole in the parcels shelf to a connection on the side of the heater unit, the length of each pipe being arranged carefully so that as little obstruction as possible was created to the storage space of the shelf.

Included in the kit were a pair of warm air spreaders for attachment to the rail by small wood screws, and also a combined switch and rheostat for regulating the speed of the heater fan motor and therefore the delivery of warm air. The switch is fitted with an internal bulb for illumination at night, and is attached to the parcels shelf by a small bracket and screws in the best position for operation by both driver and passenger. The wiring is arranged directly from the accessories terminal (and fuse) of the car's electrical system, with a suitable earth return, but the makers recommend that the circuit be taken through the engine ignition switch to prevent inadvertent running. As fitted, the heater is a success. A Midland radiator muff effectively boosts the temperature.

The installation of a heater of the hot water type should present no difficulty to an amateur, provided that care is taken to avoid sharp pipe bends and to arrange the water circuit so that air locks cannot occur. The only extra tools required are cutters for the large holes in bulkheads, etc., but at a pinch the holes can be formed by drilling and filing in the time-honoured way, sharp edges being removed afterwards with emery paper, and rubber grommets fitted to seal the joint between hole and pipe.

MAX MILLAR.

## CLUB NEWS

**Thames Estuary A.C.**—Since the report of the Oats' Eyes Rally, held on February 4-5, appeared in the issue of February 10, the result of one of the classes has been amended by the organisers. The class for production touring cars over 3,500 c.c. was won by a Jaguar Mark VII driven by J. Pocock, who lost 225 marks; R. W. Parker's Austin Westminster, which was given as the class winner, now takes second place with the loss of 615 marks.

**Riley M.C.**—The annual Winter Rally, which was organised by the London Centre of the club, took place on Saturday, February 18. The results are as follows:

**E. James Challenge Cup** (best performance by an open car): Riley Nine (S. H. Smyth).

**E. C. Porter Challenge Cup** (best performance by a closed car): Riley Pathfinder (G. H. Grace). **Williamson Trophy** (runner-up): Riley 1½-litre (R. Neate).

**Ladies' award:** Riley 1½-litre (Mrs. A. M. Yeats). **Novice award:** Riley 2½-litre (K. J. Anderson). **Best performance on age formula:** Riley 1½-h.p. (G. R. Booth).

**Harrow C.C.**—The Walton and Frinton Rally and the Frinton driving tests will take place on Friday and Saturday, May 11 and 12. The rally will cover 250 miles, and the navigation will be of the grid-reference type only. Since these will be run as two separate events, drivers may enter for either the rally or the tests or for both. Invited clubs are Hants and Berks M.C., U.H.U.L.M.C., Cemian M.C., Circle C.O., Fairway Aviation C.C., East Anglian M.G. and London M.C. Regulations will shortly be available from the secretary of the meeting, L. S. D. Loveday, Weirfield, Ducks Hill Road, Northwood, Middlesex.

**East Anglian M.C.**—There was plenty of ice and snow on the roads for the annual Winter Rally held on Sunday, February 12. The 109-mile route took competitors through some of the narrowest lanes in Suffolk, and, despite the difficult conditions, several drivers were on time at all the main controls.

## RESULTS

**Best performance:** Morgan Plus Four (E. Cleghorn).

**Class awards:** Open cars: 1, E. Cleghorn; 2, M.G. TD (P. P. Steiner); 3, M.G. TC (J. K.

Locke). Closed cars up to 1,000 c.c.: 1, Standard Ten (W. E. Ray); 2, Fiat 600 (A.C. Westwood); 3, Standard Ten (J. Knock). 1,001 to 1,500: 1, Ford Prefect (G. E. Morley); 2, Hillman Minx (R. S. Pawsay); 3, Ford Prefect (J. Risk). Over 1,500: 1, Vanguard (D. M. Hodge); 2, Vauxhall Velox (J. R. Clark).

**M.C.C.**—The results of the Exeter Trial have been announced by the club. The event took place on January 6-7, and a report was published on January 13.

## RESULTS

**First-class awards:** Dellow 1,172 (Mrs. N. Parsons); Dellow 1,172 (G. S. Edwards); H.R.G. 1,496 (E. H. Dennis); Dellow 1,461 (J. T. Skinner); Frazer-Nash 1,496 (D. J. Parsons); H.R.G. 1,497 (F. Scott); Dellow 1,172 (G. Mansell); G.W. 3,500 (G. Wood); Morgan Plus Four 1,991 (P. O. Riviere); Morgan Plus Four 2,088 (A. T. Hall); Morgan Plus Four 2,088 (B. J. Torne); Morgan Plus Four 2,088 (K. W. Hobbs); M.G. TF 1,250 (W. B. Hercock); Dellow 1,172 (E. D. Beaumont); M.G. 1,251 (D. Underwood); Scania Lorry Runner 1,172 (W. Tucker-Peake); Dellow 1,172 (M. J. Barker); Dellow 1,172 s (F. P. Barker); L.R.G. 1,172 (W. E. Wonna); Dellow 1,172 (A. E. Cleghorn); Lotus 1,172 (A. E. Hay); E.R.P. 1,172 (R. E. C. Brookes); Dellow 1,172 (W. A. C. Stewart); Ford 1,172 (Mrs. M. E. Woodall).

**Second-class awards:** Dellow 1,172 (C. E. Parsons); Ford 1,172 (D. G. H. Hilliard); M.G. 1,480 (W. J. Westlake); Stalnack 1,172 (J. B. Ayers); Ford Spi 1,172 (J. M. Stevens); Austin 2,192 (H. S. Hocking); B.X.M. 1,172 (P. S. Banbury); L.R.G. 1,172 (J. B. Oliver); H.R.G. 1,496 (J. H. Leigh); Morgan 2,088 (T. J. Threlfall); Morgan 2,088 (A. C. Hobbs); Kettle Allard Spi 3,622 (L. B. Mayman); Bold Spi 1,088 (L. E. Newey); Dellow 1,172 (V. W. T. Sanders); Modular 1,172 (J. P. Davis); Ford 1,172 (D. G. Fleming); P.S.M. 1,172 (H. H. Alderton); Dellow 1,172 (A. E. H. Parsons); Standard Vanguard 2,088 (G. A. Roberts); Dellow 1,172 s (T. Bell); M.G. Jarvis Midget 847 (P. Bruce-White); Cyclops 1,442 (O. R. B. Clarke); Vauxhall 3,262 (E. R. Shillabeer); Dellow 1,172 (N. E. Denison); Buckler 1,172 (D. H. C. Wooldridge).

**Third-class awards:** Morgan 1,991 (I. D. L. Lewis); Ford Popular 1,172 (S. D. Guttridge); Triumph 1,991 (W. G. A. Penhale); Frazer Nash-B.M.W. 1,971 (G. Crossley Meates); M.G. TC 1,250 (C. B. James); Riley Imp 1,089 (W. Ivey Molland); Ford Spi 1,172 (G. R. Cox); M.G. TF 1,250 (A. C. I. Bulpin); Ford Anglia 1,172 (A. L. Chard); Austin-Ford Spi 1,172 (R. H. Roberts); Morris Minor 803 (R. Wilkinson); Ford Popular 1,172 (J. S. Bacon); Austin A.40 Sports 1,200 (T. E. Fleetwood); Dellow 1,172 (J. E. Bates); Morgan Plus Four 1,991 (J. T. Spare); Austin 800 (P. P. Ford); Ford Anglia 1,172 (E. Jackson); M.G. TF 1,250 (K. M. Law); Dellow 1,172 (K. H. Root); Dellow 1,172 (W. G. M. Crews); Morgan 2,088 (L. Jenner); Standard Vanguard 2,088 (R. E. Warren); Ford 1,172 (G. C. Turner); H.R.G. 1,496 (C. R. Price); H.R.G. 1,496 (D. B. Price); M.G.A. 1,489 (J. J. Palines); Ford Popular 1,172 (A. G. Whittton); Morris 918 (P. W. Marriott); Triumph 1,991 (J. Potter); Standard 2,088 (C. Rogers); Jowett Javelin 1,486 (J. Gregson); Ford Anglia 1,172 (J. R. Whalley); Austin Spi 747 (J. H. Parr).

**Team award:** Dellow 1,172—C. R. Parsons. Mrs. N. Parsons and G. S. Edwards.

**Sunbeam—Regulations for the Colmore Trophy Trial, to be held on March 24, are available from J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Birmingham. The trial is a qualifying event for the R.A.C. Trial Championship, and it will start and finish at Shipton-on-Stour.**

In an attempt to increase the number of active trials competitors, the club are giving an award, the Langley Trophy, for the best performance by a driver who has never qualified to take part in the R.A.C. Championship event. Entries for the trial close on March 14.

**North Devon M.C.**—The Ilfracombe Rally, a qualifying event in the B.T.D.A. Silver Star competition, will take place on April 21-22. The rally will start from Salisbury, Bristol, Plymouth and Ilfracombe early on the Saturday evening, and will finish by lunchtime on the Sunday. Invited clubs are Bristol M.C. and L.C.C., Burnham M.C., M.C.C., Plymouth M.C., Taunton M.C., Torbay M.C. and West Hants and Dorset O.C. Regulations can be obtained from G. Hopkinson, New Inn, Mudford, near Barnstaple, Devon.

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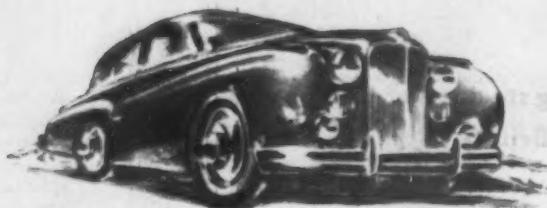
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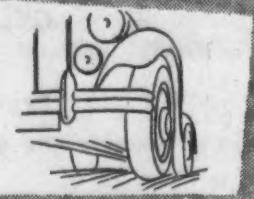
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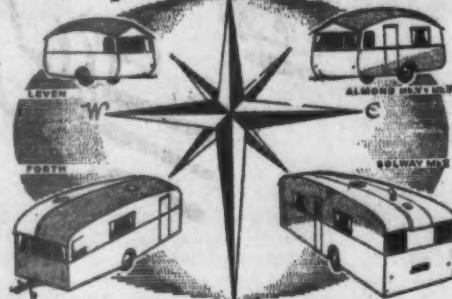
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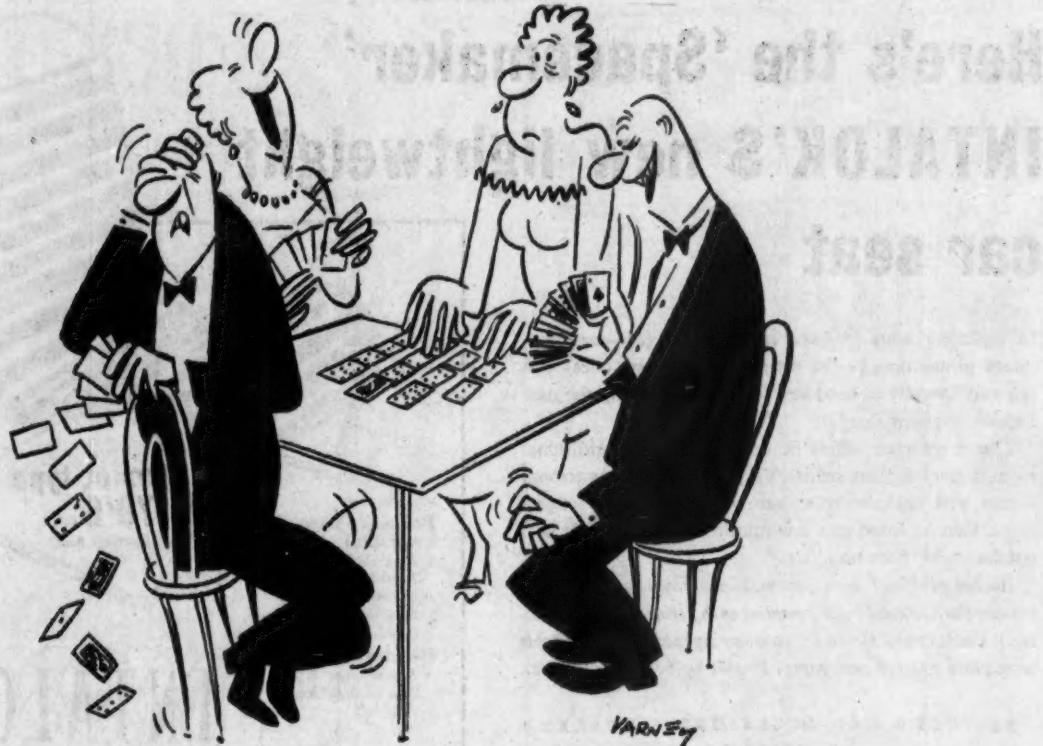
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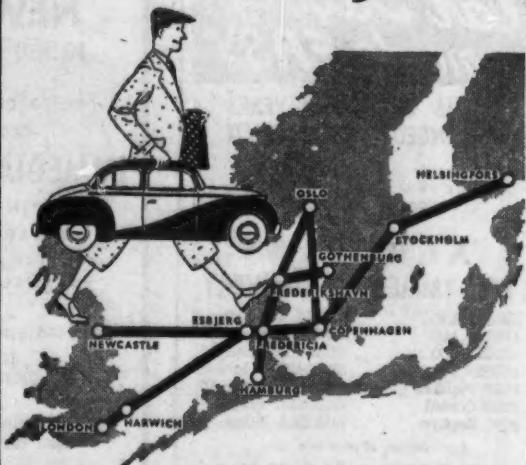
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## USED CARS FOR SALE

## ARMSTRONG-SIDDELEY

1954 Armstrong Sapphire, 10,000 miles only, beautiful condition throughout. £295.—SIDNEY MARCUS, Ltd., 33 Sloane Street, S.W.1. Tel. Belgrave 5721.

CHARLES POLLETT LTD. Official Armstrong Retailers offer:

1955 Sapphire Sal. automatic gearbox, power steering, adjustable ride control, radio, laminated windscreen, colour grey. This car has covered a genuine 3,000 miles only and is absolutely as new. Showrooms: 18 Berkeley Street, W.1. Mayfair 6266. Service: Works and Stores, Barnetdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2016)

1955/56 Armstrong Sapphire. Full limousine, finished in black with faint stripes to the rear and black leather in front. Fitted with radio in rear compartment and heater control in both compartments. Best quality Mohair rug, also specially designed suitcases in boot. The mileage is 1,400 miles and is offered at £2,375.—a very substantial saving under list price which was approximately with extras, £3,000. — Bella Service Garages, 144 London Rd., Kingston-on-Thames. King-ton 1185.

£345!!! Typhoon sports saloon 1948, finished very attractive shade of blue with gold waistline with rich blue leather interior, extremely good mechanical order and fitted excellent tyres, heater, fog and passlights. Also two Hurricane coupes 1947 and 1950, a 1950 Lancaster and a 1950 Whitley, a 1952 Whitley and a 1954 Sapphire available.

HENLYS offer with four months' guarantee:

1953 Armstrong Siddeley Whitley saloon. Grey with blue interior. An excellent example for the year. £645.

HENLYS, Ltd., Parkway, agents Park, N.W.1. Gulliver 5721.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

£65!!! 1951/2 Armstrong Siddeley convertible, specimen condition, one owner, 23,000 miles.

£595!!! Armstrong Siddeley 19/2/3 Whitley sports saloon, one owner, like brand new.

£395!!! 1949 Typhoon sports saloon. beautiful clean spotless condition.

Lambs of Wood Green (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423 High Rd., Finchley, Finchley 6222. (C2052)

1949 (Sept.) Armstrong Siddeley Typhoon, 33,600 miles only, grey, blue leather, nearly new tyres, immaculately maintained by careful owner, full log, exception car—395 gns.—Wilson, Cracoe House, Cracoe, Skipton, Yorks. 2874

Here is the cheapest and most probably finest 1954 Sapphire saloon obtainable, duo grey finish, one owner, H.M.V. radio, really immaculate. £925. Space urgently required.—H. A. Saunders, 144 Golders Green Rd., N.W.11. Speedwell 0011.

ARCHIE SIMONS and CO LTD. 1952 Armstrong Siddeley Whitley 6-l.t. sal., blk/brown leather, manual gear change, nominal mileage, one owner, excellent condition, £595.—93 Gt. Portland St., W.1. LAN. 1433. (C4013)

1953 (June) Armstrong-Siddeley Whitley, 6 light saloon, duo-blue and grey, blue trim, one owner, exceptionally clean. Demonstration anywhere. £645.

Past and Joyce Ltd., 184 Great Portland St., W.1. Museum 1001. (C3039)

1952 Armstrong drophead coupe, radio. Guaranteed. £375.—Oldfield, 386 Kensington High Street, W.14. WES 6631.

Pre-Budget price. Brand new Armstrong-Siddeley Sapphire, automatic gearbox, duo-grey/red, any car taken in part exchange.—Seal and Slater Ltd., 44 Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. (C4002)

1955 Series Mark II Sapphire, twin carb., Servo brakes, radio, heater, black/red, low mileage, immaculate. H.P. Exchange. £1,225.—142 Holland Avenue, Park 2626. (C2085)

GUY SALMON AUTOMOBILES LTD. offer:

1955 Armstrong Siddeley Sapphire saloon, synchromesh gearbox, dark blue/blue leather, 5,000 miles only from new, one owner, radio, £1,295.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001)

CASS'S MOTOR MART: 1949 Armstrong Typhoon saloon, black, r. and h. Super. £395. Written guarantee.—5 Warren St., W.1. (C1040)

## AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), English Car Sales Division offer:

1946 AUSTIN 8, £295.—355 High Road, Wembley, Middx. Tel.: WEMbley 4422. (C4015)

HERE is the cheapest 8 h.p. 4-door sun roof saloon obtainable £210. space urgently required.—H. A. Saunders, 144 Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

AUSTIN 8 1947. Good clean car. Bargain £250. Terms and Exchanges.—WEST LONDON MOTORS, 205/209 Fulham Palace Road, W.6. Ful 0066. (C2921)

## AUSTIN 10

1946 (Sept.) Austin 10 Saloon. One owner. Comprehensive recent overhaul including engine, steering, shock absorbers, etc. £295.

J. DAVY, Ltd., 180/4 Kensington, High Street, W.8. WESTERN 7181.

1947 AUSTIN 10. Splendidly maintained. Two £320.

SMITH & HUNTER, 376 Kensington High Street, W.14. WESTERN 2312.

## AUSTIN 12

1946 Austin 12 saloon, reconditioned Austin engine, magnificent. Guaranteed. £295. Payments.—Vaughan, 17 Astwood Mews, S.W.7. Frobisher 1319. (C4078)

## AUSTIN 16

JACK ALPE offers Limousines: Hircar Limousine 1951, good chassis, excellent coachwork, exceptional value, £495.

Hircar Limousine late 1951, one private owner, 32,000, excellent throughout, £645.

Hircar Limousine (April 1952), low mileage, taxed privately, £745, another 1952, privately owned, heater, excellent, £730.

Jack Alpe Limousine, 10 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103)

SIMPSON'S MOTORS (Wembley) Ltd., English Car Sales Division offer:

1947 Austin 16, £325.—355 High Road, Wembley, Middx. Tel.: WEMbley 4422. (C4015)

A. and S. LTD. have high grade 16 h.p. Hircars. See under Limousines column. Mayfair 2941. (C1006)

1948 Austin 16 h.p. saloon, green, brown hide. One owner. A really first class example. £325. Exchanges, deferred terms.

John S. Truscott Ltd., 173 Westbourne Grove, W.11. BAYwater 4274.

1949 Model Austin 16 Saloon, heater, immaculate, guaranteed, £290. Payments.—Vaughan, 17 Astwood Mews, S.W.7. Frobisher 1319. (C4078)

Hearse, Hearse, Hearse. — We build bodies or decks on the 16 chassis. Brochures available. — Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

CAMDEN MOTORS, the Limousine Specialists, for Austin 16 Hire-cars, see special display advert page in this issue.

## AUSTIN 18

AUSTIN 18's—7 seater, super condition, low mileage. £350 and £325.—Smith's of Bourville, Birmingham 3. (2957)

## AUSTIN 20

1955 (Feb.) A.30 4-door saloon. One owner. 4,500 miles. Black/beige vinyl. Available 8.3.56. £465.

J. DAVY, Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181.

PRIDE & CLARKE, Ltd., 1955 Austin A.30 4-door saloons. 7,000 to 14,000 miles. Choice several £459.

1954 Low mileage £419. 1953 Heater £389.—Stockwell Road, S.W.9. Brixton 6251. (C3068/1)

£375 A.30 4-door saloon, 1953, finished in green. A smart little one owner car.

EXCHANGE your car for the economical Renault. We offer our part exchange and H.P. facilities, phone or write to:—Eric Hayes, Ltd., 13 Bishop's Bridge Road, W.2 (Two mins. Paddington Station) Tel.: Amb. 8266. (C2033)

1955 Austin A.30 2-door Saloon. One owner. Colour Grey/Red. Spare unused. 7,000 miles. £465.—L. F. Dove, Ltd., 69 The Broadway, Wimbledon, S.W.9. Tel. Liberty 3456-7. (C1069)

1955 Austin A.30 Countryman. Little used and spotless. £525.—SMITH & HUNTER, 376 Kensington High St., W.14. Western 2312. (C4019)

H. A. SAUNDERS, Ltd., offer:

1955 Austin A.30 two-door Saloon, green; beige upholstery, recorded mileage 7,009. £465.

H. A. SAUNDERS, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C2027)

NEW AUSTIN A.30 saloons. Taxed and insured. Ready to drive away for one half deposit; balance over 2 years. Exchanges Cars, Three-wheelers, Motorcycles welcomed.—PRIDE & CLARKE, Ltd., 237 Brixton Hill, S.W.2. Tel. 3664/5. (C3068)

1954 Austin A.30 saloon, heater, superb condition. £405.

G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol 6109. (C4053)

395 GNS. Austin A.30 1954 4-door saloon, black, one owner, excellent condition. Choice of 4 A.30's. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays.

Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

1954 A.40 Somerset saloon, exceptional. £475.

1954 A.40 Somerset saloon de-lux, exceptional. £525.

Salmons Garages Ltd., Temple Bar 3338.

£385!!! 1950 Austin A.40 de luxe saloon, only one owner, choice 2.

Lambs of Wood Green (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423 High Rd., Finchley, Finchley 6222. (C2052)

1955 Austin A.40 Cambridge saloon, one owner, £595.

—Le Geste Elers Ltd., 107 Old Brompton Road, S.W.7. Tel. Ken 2477. (C2053)

1952/53 A.40 Somerset. Beige/beige h/c. Three owners. 26,900 miles. Heater and over-riders. A splendid family car. Choices from £455.

1953 (July) A.40 Countryman. One owner. 16,000 miles. Grey Seat covers, an immaculate estate car of which the condition suggests only half the actual mileage. £505.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)

1952 Austin A.40 G.S.3. Green, heater, guaranteed.

£420.—Campbell Symonds, Perivale 4456. (C1037/1)

1954 Somerset coupe, only 13,000 miles, guaranteed as new. £595.—Campbell Symonds, Belsize 6262. (C1037)

July (1953) one owner A.40 Countryman, excellent condition, any examination and trial. £485.—Cook's Garage, St. John's, Woking. (C2005)

1954 Somerset convertible, one owner, 15,400 miles, heater, really immaculate. £565. Terms, Exchanges.

Richards and Carr Ltd., 35 Kisserton Street, S.W.1. Belgrave 3711. (C3045)

1951 Austin A.40 Countryman, one owner, used privately only. £375.—Kirkdale Cars, Kirkdale, Sydenham 6129. (C2068)

1954 Austin Somerset saloon, perfect condition throughout. £595. 1953 Somerset, one owner. £495. 1950 A.40 Devon, one owner. £375. All the above cars carry our 3 months guarantee.—Herbert and Mills Ltd., Church Road, Ashford, Middx. Phones: Ashford 2678 or 2960. (C2035)

## AUSTIN 10

AUSTIN A.40 (C1074)

H. A. SAUNDERS, Ltd., offer:

1954 Austin A.40 Somerset Saloon, green, brown upholstery, heater, £535.

H. A. Saunders, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C2027)

PHILIP RICKARDS LTD. offer:

1956 Austin A.40 Cambridge Saloon, black/red, 200 miles only. Part exchange, deferred terms.—4 Park Lane, S.W.1. Tel.: GROvenor 4772/5. (C3051)

1953 Austin Somerset coupe, black and red interior, with heater, good condition. £480.—Gibson, "Tree-top," Baldwins Hill, Loughton, Essex. Phone Loughton 729. (Evenings only).

Austin A.40 Somerset July 1954. Black. Leather, £495. Terms and Exchanges.

New Austin A.40 Saloons, Standard and "De Luxe" Models, choice of colours. New List Price.

New Austin A.50 Standard Model with heater. List price. Terms and Exchanges.—West London Motors, 205/209 Fulham Palace Rd., W.6. Ful. 0066. 2924

## AUSTIN A.40

GUY SALMON AUTOMOBILES Ltd. offer:

1954 Austin A.40 Somerset drophood coupe, one owner only, low mileage, heater, first class condition throughout, £495.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C2040)

SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division offer:

1952 Austin A.40 Countryman, £425.—355 High Road, Wembley, Middx. Tel.: WE:Mbley 4422. (C4015)

SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division offer:

1952 (late) Austin A.40 Somerset, heater, £425.—355 High Road, Wembley, Middx. Tel.: WE:Mbley 4422. (C4015/1)

1953 Austin A.40, heater, £475.—Smith and Hunter, 276 Kensington High St., W.14. Western 2312. (C4019)

1953 1955 A.40 saloon, heater, red interior, one owner, 5,000 miles, new condition throughout.—Broadway Motors, Hanworth Road, Hounslow 0175/9309. (C1113)

1953 A.40 Somerset saloon, black/red leather, heater, low mileage, guaranteed. £475.—Palmer, 3 Russell Garden Mews, Kensington, W.14, Park 9704/5968. (C3034)

SOMERSET A.40, 1953, sliding roof, underseal, heater, covers, new battery, brakes refined, low mileage, excellent condition. Lon-on. £520.—Box 5678. 2606

1951 Austin A.40 Saloon. Colour black, sliding roof, heater, £395.—L. F. Dove Ltd., 69 The Broadway, Wimbledon, S.W.19. Tel. Liberty 3456-7. (C1077)

1951 (Sept.) Austin A.40 saloon, green with brown interior, one owner, 23,000 miles, heater, well maintained, £395.—Brew Brothers Ltd., 133 Old Brompton Road, S.W.7. Tel. Fremantle 3333. (C1083)

225 gns. Austin A.40, heater, £475.—Smith and Hunter, one owner, excellent condition. Terms, Exchanges.—Rowland Smith, below.—

425 gns. Austin A.40 1952 Somerset de luxe saloon, leather, heater, one owner, excellent condition. Terms, Exchanges.—Rowland Smith, below.—

365 gns. Austin A.40 Devon 4-door de luxe saloon, sliding head, leather, heater, one owner. Terms, Exchanges.—Rowland Smith, below.—

325 gns. Austin A.40 October 1948 saloon, leather, heater, carefully used. Choice of 14 A.40's. Terms, Exchanges. List. Open 9-7 weekdays and Saturdays.

Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1952 A.40 Somerset saloon, exceptional. £475.

1954 A.40 Somerset de-lux, exceptional. £525.

1954 (late) Austin A.40 Somerset, £475.

1953 (July) Austin A.40 Countryman. One owner. 16,000 miles. Grey Seat covers, an immaculate estate car of which the condition suggests only half the actual mileage. £505.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)

1952 Austin A.40 G.S.3. Green, heater, guaranteed.

£420.—Campbell Symonds, Perivale 4456. (C1037/1)

1954 Somerset coupe, only 13,000 miles, guaranteed as new. £595.—Campbell Symonds, Belsize 6262. (C1037)

July (1953) one owner A.40 Countryman, excellent condition, any examination and trial. £485.—Cook's Garage, St. John's, Woking. (C2005)

1954 Somerset convertible, one owner, 15,400 miles, heater, really immaculate. £565. Terms, Exchanges.

Richards and Carr Ltd., 35 Kisserton Street, S.W.1. Belgrave 3711. (C3045)

1951 Austin A.40 de luxe blue, one owner, spare unused £595.—Sunnyhill 3359 and 0030. (C2074)

1955 Austin A.50 de luxe saloon, Chelsea grey, radio, trim finisher, badge bar, as new. £650.—Brew Brothers, Ltd., 133 Old Brompton Road, S.W.7. Fremantle 3333. (C1083)

1955 November. Cambridge de luxe saloon, grey/red leather, negligible mileage, immaculate, unblemished condition. £650.—H. A. Saunders, 144 Golders Green Road, N.W.11. Speedwell 0011. (C4004)

## USED CARS FOR SALE

## AUSTIN A.50

1955 Austin A.50 Cambridge, green, full de luxe, small mileage, as new, £645.—Silverthorne Motors, Ltd., 11 Fitzroy Sq., W.1. Tel. Euston 7811. (C4011)  
 1954 (November) Austin A.50 Cambridge de luxe, grey, one owner, two fog lamps, seat covers, £625.—Campbell Symonds, Perivale 4456.  
 1955 (Feb.) Austin A.50 Cambridge. One owner, 10,044 miles. Grey/red hide. Heater. Spare unused. A car in new condition at a considerable saving. £599.—J. DAVY, Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)

## AUSTIN A.70

SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division offer:—  
 1952 Austin A.70, one owner, heater, £385.—355 High Road, Wembley, Middx. Tel: WEMbley 4422. (C4013)  
 1955 Austin 1952 Austin A.70, green, heater, spot lamp, reversing light, etc. A very clean car.—Makin and Harrison Motors Ltd., 492-496 High Rd., Chiswick W.4. Chiswick 0558. (C3071)

1954. 1952 one owner, A70 coupe, superbly finished in maroon, new vinyl hide, heater, a rare one owner specimen.—G. S. Hall Ltd., 302 King Street, Hammerton, W.6. Riverside 2881. (C2100)  
 1952 Austin A.70 convertible, large 6 seater, rare model, specimen condition.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars. Exchanges, hire purchase.—421/423 High Rd., Finchley, Finchley 6222. (C2052)  
 545 gns. Austin A.70 1954 Herford saloon, leather heater, loose covers, one owner, small mileage. Terms, exchanges—Rowland Smith, below:—  
 365 gns. Austin A.70 November 1950 Hampshire saloon, sliding head, leather, radio, heater, one careful owner. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)  
 1953 Austin A.70 Saloon, black/brown, heater, 1 owner, 29,000 miles, £475.—Salmons Garage Ltd., Temple Bar 3338. (C4029)  
 1956 Austin A.70 Electric Convertible 1952, heater, exceptional good condition throughout. Many others. Beaumonts, 1 Clarence Road, W.11. (50 yds. Holland Park Tube). Park 5066-7 and Park 2971. (C1017)

ROBBINS OF PUTNEY:—  
 1952 A70 Herford saloon, grey/brown hide, fitted heater, 18,000 miles, fine condition throughout, £435.—Robbins, East Putney, Tel. 7881. (C3010)

1952 Austin A.70 saloon, one owner, genuine 18,000 miles only, radio and heater, a beautiful example, 3 months guarantee, £465.

C. and W. Motors Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).  
 1952 Austin A.70 saloon, radio, heater, screen, demonstration anywhere, £465.

Pass and Joyces Ltd., 184 Great Portland St., W.1. Museum 1001. (C3039)

Heaves, Heaves, Heaves. We can supply deck heaves on the A70 chassis. Brochures available.

Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)  
 1950 Dec. Austin A.70 saloon, black, grey leather, heater, sun-roof. Excellent condition. £395.—Hillwood Motors, Mill Hill (London) 4222. (2889)

## AUSTIN A.90

H. A. SAUNDERS, Ltd., offer:  
 1955 Austin A.90 Westminster de luxe saloon, black, red upholstery, heater, £765.

H. A. SAUNDERS, Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C2027)  
 1955 (May) A.90 Westminster de luxe. One owner. Black/red leather. 11,500 miles. Loose covers. Windscreen washer. Cigar lighter. A well maintained one owner car. £715.

J. DAVY, Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)  
 1951 Austin A.90, Atlantic saloon, first class order, heater, radio, leopard skin seat covers, £399. Tulse Hill Motors, Ltd., 26 Tulse Hill, Brixton S.W.2. Tulse Hill 7105/6. (C4071)

1955! 1951 Austin A.90 convertible, beautiful and spotless condition, not an old rusty one, possibly the finest you can see. Choice also 3 others.

LAMBS OF WOOD GREEN (Established 1897) 100 guaranteed cars. Exchanges, hire purchase. 421-423 High Rd., Finchley, Finchley 6222. (C2052)

## AUSTIN A.125—A.135

BIRKETT MOTORS offer:  
 1950/1 Sheerline, choice of three, perfect cars from £410. Written guarantee. Terms, exchanges.

Birkett (Finchley) Ltd., 397-401 High Road, East Finchley, N.2. (C4065)

H. A. SAUNDERS LTD. offer:  
 1952 Austin Sheerline Saloon, grey, blue upholstery, heater, £395.

H. A. Saunders Ltd., 836-842 High Road, North Finchley, N.12. Hillside 5272 (8 lines). (C2027)

GUY SALMON AUTOMOBILES LTD. offer:  
 1949 Austin Sheerline saloon. During the past 12 months this car has had approximately £400 expended on it, including new engine etc. Black, white wall tyres, quite exceptional condition for its year. £485.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001)

CAMDEN MOTORS, the Limousine Specialists, for Sheerline Limousines, see special display advert page in this issue. (C1035)

## AUSTIN A125—A135

1949 Austin Sheerline, heater, radio, reconditioned engine, terms, exchanges.—Flaxman 7638. (C1105)

A. & S. LTD. have high grade Sheerline Limousines. See under Limousines column.—Mayfair 2941. (C1006)

G. and M. ALFREDS (1936) Ltd. 1949 Austin Princess saloon, 24,000 miles only, latest type carburetor conversion, radio, heater, 1956 condition. £6-7 Warren St., W.1. Euston 3268. (C1007)

1955 Princess S.W.B. Saloon. Dark metallic grey/red leather. Fine lines to waist. Illuminated stepboards. Cut away wheel shields. Vanity mirror. Antifreeze, £2150.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)

Heaves, Heaves, Heaves.—We build barge and decks on the Princess. Brochures available.

Alpe and Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

A.Z. Motors offer: 1953 Hereford, beautifully clean, fitted heater. £350. Also 1951 coachbuilt wooden Contryman, £350.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

LIMOUSINE, 1951/LWB, privately owned, seven passengers, many extras, black, excellent throughout, £395.

Jack Alpe Limousines, 30 Oldbury Place, Marylebone High Street, W.1. Welbeck 1124. (C1103)

1950 (October) Austin Princess saloon by Vanden Plas, black with fawn hide, heater, radio, fog lamps, etc. Chauffeur driven and maintained. One owner since new, in superb condition. £625.—Robbins, East Twyford. Tel. 7881. (C3010)

AUSTIN-HEALEY

DUNCAN HAMILTON & CO. for Jaguars:

1953 Austin Healey blue with blue interior, M engine, Alfin brake drums Le Mans suspension special twin exhausts, hard top spotlights works maintained—£725. 33 High Road, Byfleet, Surrey. Byfleet 3101 by day and 1011 by night.

1950 (October) Austin Princess saloon by Vanden Plas, black with fawn hide upholstery, £395.

1952 Austin A.70 1954 Hereford, beautifully clean, fitted heater. £350. Also 1951 coachbuilt wooden Contryman, £350.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

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## BENTLEY

MANN EGERTON & CO., LTD.

1954 Bentley 'R' Type Automatic Gear; Tudor Grey. 16,000 miles.

1953 Bentley 'R' Type Automatic Gear. Silver Grey and Black. 10,000 miles.

1953 Bentley 'R' Type synchromesh Gear; Tudor Grey. 20,000 miles.

1953 Princess S.W.B. Saloon. Dark metallic grey/red

leather. Fine lines to waist. Illuminated stepboards. Cut away wheel shields. Vanity mirror. Antifreeze, £2150.

JASCO MOTORS LTD. offer:

Rolls Bentley saloons—choice of three. From £395.

237-243 Kensal Road, Ladbroke Grove, W.10. LAD-2323/2.

1952 Bentley Mark VI sports saloon with coachwork by H. J. Mulliner. Original cost over £6,000. Colour black with brown hide upholstery, fitted with many extras. This car is truly in magnificent condition throughout; Price £2,950.

1952 Bentley Mark VI big bore S.S.S. colour du-

metalic grey with maroon hide upholstery, one owner since new, full history available. Whole car in immaculate condition. Price £2,350.

Jack Smith, 23 Bruton Place, W.1. Mayfair 0661/2. (C4062)

PEDIGREE CARS offer:

1950 Bentley Standard Steel Saloon a most immaculate specimen, 63,000 miles, black, brown hide, completely maintained regardless of cost £1,475. 340/2 Euston Road, N.W.1. Euston 7889.

BRADSTOCK MOTORS LTD. offer:

1953 Bentley 3½ litre saloon by Park Ward, two owners from new, finished in dark green and black. This car is in a wonderful condition and must be seen to be appreciated.

£425. Chase Road, Epsom. Tel: Epsom 5696.

DENHAMS GARAGE (Esher) Ltd. offer:

Bentley Mark VI steel saloon, October '49, exceptional condition throughout. F.V. series £1,525.

107/11 High Street, Esher, Surrey. Tel 2021.

CHARLES FOLLETT LTD. Officially appointed Rolls Royce and Bentley Retailers and Repairers offer:

1952 Bentley MK VI Sal. with bench front seat incorporating a disappearing division, dark green, grey leather. Ideal dual purpose car either chauffeur or owner driver. £2,595. 42,000 genuine miles.

1951 (Dec.) Bentley MK VI big bore sal. black, blue leather, 1 owner, 41,000 miles. Exceptional condition and excellent history.

Showroom: 18 Berkeley Street, W.1. Mayfair 6266.

Service: Works and Stores, Barnsley Yard, off Elgin Avenue, W.9. Cunningham 3936.

JACK OLDING & CO. (MOTORS) Ltd., official Bentley/

Rolls Royce retailers, offer:

1954 Bentley 4½-litre standard saloon. Black. Brown hide. Automatic. One owner, £3,550.

1953 Bentley 4½-litre standard saloon. Special Grey. Red hide. Another Black. £3,150.

1952 Bentley 4½-litre H.J. Mulliner Lightweight saloon. Black. Red hide. One owner. £2,350.

1951 Bentley 4½-litre standard saloon. Shell grey. Red hide. £2,150.

1950 Bentley 4½-litre standard saloon. Black with beige panels. Beige upholstery. £1,950.

All the above can have been "passed" by our officially appointed service department.

Audley House, North Audley Street, W.1. Mayfair 3242. (Open 10-7 p.m.)

1936 (September) Bentley 4½ litre fitted with outstanding and beautifully streamlined Sports Saloon body rear boot by Gurney Nutting. Sliding Roof. Bumpers. Wheel Discs. Radio. Twin Horns, etc. Finished Black and Chamois with fawn leather. Bentley Service History available. Bills for 430 overhauled by Bentleys in our possession. This car must be seen and tried to be appreciated. £595. Terms, Exchanges, H. F. Edwards, 154 Great Titchfield Street, London, W.1. Phone LANGham 0012.

1949 (July) Bentley Mk. VI. Standard Steel Saloon, immaculate, 37,000 miles, radio, tyres as new. £1,800.

Salmons Garages Ltd., Temple Bar 3338.

1948/

## USED CARS FOR SALE

## BENTLEY

CAR MART LTD. 1953 Bentley 4½ litre Hooper Sports Saloon, radio, heater, Pased Manufacturer, black and grey with grey upholstery, £350. 1953 Bentley 4½ litre 'R' Type Sports Saloon, sliding head, radio, heater, Pased Manufacturer, grey with grey upholstery, £350. 1953 Bentley 4½ litre 'R' Type Sports Saloon, sliding head, radio, heater, Pased Manufacturer, black with brown upholstery, £3250. —Car Mart Ltd., Gloucester House, 150 Park Lane, W.1. (corner of Piccadilly), Grosvenor 3434. (C1039)

EDWARDS & CO. (Bournemouth) Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers, reliable used cars in stock. (C436) 1954 Model Bentley standard steel sports saloon 10,000 miles only, Auto gear, as new, many extras. Bentley record £3,500. Mountview 5306. (C4074) JACQUINE LTD. off. 1947 Bentley, Mk. VI. Standard Steel-saloon. Black. £1,350. 1957. 3½ Bentley drop head coupe. Very attractive car. £2545. Several others in stock. Jacquine Ltd., 2257 Hammersmith Road, London, W.6. Tel. Riverside 6677/8. (C2043)

GUY SALMON AUTOMOBILES Ltd. offer: 1952 (Aug) Bentley 4½ litre saloon, 27,000 miles only, from new, one owner, £2,500. Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001) GUY SALMON AUTOMOBILES Ltd. offer: 1949 Bentley Mark VI standard steel saloon, black/tan leather, very good mechanical condition, £1,550. Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001/1)

1936 Bentley 3½ litre d.h.c. blue and black, excellent condition, £365. H.B. Cars, 7 Hanover Court Yard, Hanover Street, W.1. Tel. Mayfair 5233. (C299)

BENTLEY Mk. VI 1951 full razor edge saloon by H. J. Mulliner. Absolutely wonderful condition throughout £2,750. (C4036)

1950 Bentley Mk. VI splendid condition £1,675. 1939 Bentley 4½ overdrive superb condition £295 also 1939 Bentley 4½ overdrive d.h. coupe also 1936 Bentley 4½ saloon £385. Guarantees, terms, exchanges. Swanmore Garage Ltd., 1176-1180 Christchurch Road, Bostcombe, nr. Bournemouth. (Telephones 43344 and 43345 Southbourne).

WEYBRIDGE AUTOMOBILES Ltd., official Rolls Royce and Bentley retailers offer:

1953 (August) 4½ Bentley standard saloon, black, one careful owner, regularly maintained by us £2,950.

1938 4½ Bentley Park Ward saloon mechanically sound, and open to any inspection, colour blue, £655. Weybridge Automobiles Ltd., Weybridge 233.

HOLLAND PARK Automobiles offer Bentley big bore S.S. owned and maintained by Rolls Royce until December '55, one careful owner since, full works history, many 54 miles including sleeping dynamo and metric slide out radio, heated rear window etc., h.p. exchanges, £2,550.

1947 Bentley Mark VI S.S. engine 3,000 miles, radio, grey, excellent condition, h.p. exchanges £1,195-142 Holland Park Avenue, Park 2626. (C2085)

1948 Bentley Standard steel saloon, black/brown, radio, heater, £1,335. Odeon Motors Ltd. Barnes 1144. (C4028)

1948 4½ L.S. series, semi-razor edge saloon by Mulliners, excellent condition, £525. Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1953 Bristol 401 saloon, one owner, 34,000 miles only, perfect condition and appearance, radio, heater, etc. £1,195. Clayton Cars (London) Ltd., 17 Bruton Place, London, W.1. Tel. Hyde Park 9184. (C1030/1)

## BOND MINICAR

TWO STOKES LIMITED offer: £129. 1951 Mark B. Needs attention. £222. 1954 Two seater, electric starter. £260. 1955 Two seater, electric starter, 600 miles only. Stanmore Hill, Middlesex. Grimsdyke 1166/7. Open Sundays 10-1. (C4091)

## BORGWARD

1955 Borgward Saloon with radio, seat covers, 6,000 miles. £935. Taylor & Crawley, Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Tel: Sloane 5213. (C4036) All enquiries for new or second hand Horward Isabella 1500, T.S.75, Station Wagon, Pullman and Microbus for sale or wanted should be addressed to Swanmore Garage, Ltd., 1176-1180 Christchurch Road, Boscombe E., Bournemouth. (Telephones 43344 and 43345 Southbourne).

## BRISTOL

ROSE & YOUNG LTD. offer: 1954 Bristol 404 Sports Coupe, fitted radio, heater, spot lamps, etc., one owner, an immaculate example of this scarce model leather, grey. 65-69, Sternhold Avenue, Streatham Hill, S.W.2. (I must use Streatham Hill Station). Tulse Hill 6464. (C3057)

1949 400, black, radio and heater, excellent cond. £795. L. F. Ward Ltd., Grange Road Garage, Thornton Heath, Tel. The 5646. (C4048) UNIVERSITY MOTORS LTD. guaranteed cars always available. 80 Piccadilly, W.1. Grosvenor 4141. (0151/R) CHARLES CRICKSHANK MOTORS. The Centre, Bristol, 1, West Country distributors of the Bristol range, invite your enquiry demonstrations promptly arranged, confidential out-of-income facilities and part exchanges, constantly changing range of used models available for your selection.—Tel. Bristol 25280. (C474/R)

## BRISTOL

ANTHONY CROOK. Leading distributor since the car's origin. 1956. New type 405. 4-door, 115 m.p.h. 25 m.p.g. £1,150. 1955. 405. Red. Radio. 13,000 miles. Speciaily tuned. 1955. 405. Green. Radio. One owner. Thoroughly checked over by us and recommended. 1953. 403. 2-door. 105 m.p.h. 25 m.p.g. Genuine 22,000 miles. 1952. 401. 2-door. 100 m.p.h. 25 m.p.g. Radio. Genuine 20,500 miles. 1948. 400. Close coupled. 2-door. Engine just striped and reconditioned. Recommended. £750. 1947. 400. Radio. Black.

When buying a specialised car it is best to consult a specialist with recognised repair and spares facilities and a jealousy guarded reputation. H.P. and part exchange. Anthony Crook Motors Ltd., High Street, Esher, Surrey, Tel. 4580. (C1063)

1949 Model Bristol Type 400 saloon, black, radio, heater, £845. Odeon Motors, Ltd., Barnes 1144. (C2031)

GENUINE vintage Bugatti saloon, 333 h.p., in exceptional condition recently rebuilt £280.—1 Lemon Burton, Edgware Road, N.W.1. Gladstone 5677. (01870/660511) 1949/50 series Buick, 30 h.p. de luxe saloon, right hand drive, specimen condition, bargain price.

Lambé of Wood Green (Established 1897). 100 guaranteed cars, exchanges, hire purchase. 421-423, Highgate Road, Finchley 6222. (C2031)

JOE THOMPSON MOTORS LTD. offer: 1955 Buick 4-door saloon, radio, 6,000 miles, white wall tyres, specimen car, blue, 91-½ Fulham Road, South Kensington, London, S.W.3. Kensington 4858. (C4028)

1954 Buick Special. Wynaflow, radio, heater, 16,000 miles, absolutely immaculate, £1,695. Taylor & Crawley Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Tel: Sloane 5213. (C4036)

B.M.W. 501 left-hand drive, black. Becker Mexico automatic radio. Special 1954 Show demonstrator £2,000 miles, £1,450.

B.M.W. Isotta Motor-Coupe for sale at attractive prices. 1955 Shop-soiled otherwise differing but slightly from 1956 models. Literature on request. £374 8s. incl. p.a.s. Fully Guaranteed. A.F.N. Ltd., Falcon Works, Isleworth. Tel. Hounslow 0011. (C2015)

B.M.W. 501 left-hand drive, black. Becker Mexico automatic radio. Special 1954 Show demonstrator £2,000 miles, £1,450.

B.M.W. Isotta Motor-Coupe for sale at attractive prices. 1955 Shop-soiled otherwise differing but slightly from 1956 models. Literature on request. £374 8s. incl. p.a.s. Fully Guaranteed. A.F.N. Ltd., Falcon Works, Isleworth. Tel. Hounslow 0011. (C2015)

## CADILLAC

JOE THOMPSON MOTORS LTD. offer: Cadillac April 1955. 4-door, 1000 miles, power steering, 4,000 miles, radio and heater, dark blue.

1950 4-door saloon, radio, heater, 33,000 miles, grey, 91-½ Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028)

SUPERB 62 Cadillac 4-door saloon, black, hydromatic, al. extras, mechanically faultless, trials gladly given, inspection invited. £1,285. exchanges.—B. Ringle, 4 Warren Street, W.1. Euston 3375. (C1065)

B. J. HUNTER LTD. 1958 Chevrolet de luxe coupe, fitted all extras, most attractive, £1,075.—22-26 Cricklewood Broadway, N.W.9. (C2040)

JOE THOMPSON MOTORS LTD. offer: 1953 Chevrolet, 4-door saloon, heater, 10,000 miles, grey, 91-½ Fulham Road, South Kensington, London, S.W.3. Kensington 4858. (C4028)

## CHEVROLET

1955 Chevrolet 4-door Bel-Air saloon, 6 cylinder, radio, heater, many extras. 9,000 miles. £1,645.

British & Colonial Motors, Ltd., 13-14 Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

1953 Chrysler Plymouth Belvedere saloon, R.H.D., automatic transmission, radio and heater, 3,000 miles only, absolutely as new £1,950.

1945 Chrysler Windsor de luxe saloon, R.H.D., radio and heater, finished in black with brown leather interior. £495.—Autosales (London) Ltd., Belize Road, N.W.6. Maidstone Vale 5555/2155. (C2081)

## CITROEN

LEX GARAGES Ltd. Distributors for Citroen cars, Ace Corner, North Circular Road, London, N.W.10.

Retailers and buyers of the finest used Citroen cars in England.—For details and enforcements. Tel. Elgar 5585 or 7680. (0953)

JOHN S. TRUSCOTT, Ltd., for Citroen.

Only the best examples are offered. Details of latest stock on request. 173 Westbourne Grove, W.11. BAYwater 4274. (C4035)

£135. 1950 Light 15 saloon, £110 deposit. Scarle Ltd., 25 Church Street, Hampton, Molesey 2142/3. (C4069)

1951 Model Citroen light 15 saloon de luxe, known his story. £375. Wheelers (Newbury) Ltd., Newbury, Berks. Phone 1020. (C4023)

£325.—1949 light 15 saloon, one owner, excellent order terms, exchanges. Traynor Motors Ltd., Grangewood 2530/5824. (C4032)

C. D. NORMAN & CO. Citroen sole distributors for the County of London, service, spares and replacement units, fully guaranteed used models at competitive prices, always in stock.—50 Vauxhall Bridge Road, S.W.1. Vic 2211. (0171/10756/8)

1955 (October) Citroen Big Six 22 h.p. hydromatic suspension, 500 miles only, cost over £1,500, great bargain at £1,095. Sidney Marcus Ltd., 33 Sloane Street, S.W.1. Tel: Belgravia 3721. (C3006)

1952 (October) Citroen 6 saloon-de-luxe, one owner, 25,000 miles, superb car in every way, and practically indistinguishable from new. £499 terms, exchanges. C.N.K. Motors, 353 Finchley Road, N.W.3. Tel: Hampstead 5712. (C1052)

## CONNAUGHT

LOTUS-CONNAUGHT Mk. VIII/6, 1,488 c.c. sports racing car. 23 successes last season including 16 firsts. Fully prepared for another racing season. Best offer to Brian Naylor, 81 Wellington Road South, Stockport. Tel: Stockport 4234-6138. (C282)

1947 Mk. VI. James Young 2-door razor-edge saloon, recorded mileage 35,000, in excellent condition, £1,350 Viking Motors (Maybury Hill) Ltd., Woking 4277-8. (C4057)

£200, 3½-litre Vanden Plas drophead, 1934. £100, deposit. Scarle Ltd., 25 Church Street, Hampton, Molesey 2142/3. (C4069)

1953 (February) Bentley R type automatic, Tudor grey/red, 14,000 miles, truly immaculate, £3,950. The Mill Garages (Sunderland) Ltd., Newcastle Road Garages, Sunderland. Tel. 58225/6. (C2942)

## DAIMLER

1954 Century, 13,000 miles, one owner, heater, most immaculate £1,025. Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)

DAIMLER (October) 1953 Grey Conquest, mileage 30,000, faultless, one owner. £800. Childs, 13/10 Wilbraham Place, S.W.1. Sloane 7790. (C280)

1954 Daimler Conquest Saloon, radio, heater, low mileage, immaculate, £2975. A Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3183. (C3095)

DAIMLER BUDGET price Daimler Conquest, black/red, list £1,511, ex-works—Saul & Slater Ltd., 44 Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. (C4002)

DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire—Write or tel. Coventry 2146-7. (0444) 1952 Daimler 2½ litre Barker. Drophead. Beige and Black. One owner. Very attractive car. Jacque Ltd., 225/7 Hammersmith Road, London, W.6. Tel: Riverside 6677/8. (C2043)

245 gns. Daimler 1939 2½-litre de luxe saloon, sliding head, leather, preselector. IFS excellent condition. Terms, Exchanges List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

DAIMLER Conquest 1954 superb condition £945. Wanted Daimler special coupes and saloons. Swanmore Garage, Ltd., 1176-1180 Christchurch Road, Boscombe E., Bournemouth (Telephones 43344 & 443345 Southbourne). (C4027)

1950 (October) Conquest 1951 series. 34,000 miles. Black/blue leather. Heater. Radiator muff. Driven by second owner only, a relative of first owner. Propably one of the last of this traditional model on offer. £399.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WEST 7781. (C1069)

1951 Daimler 2½-litre saloon, black/red hide interior, radio, heater, taxed, over £1,000 under new price, beautiful condition throughout, appearance and performance a new car. £695, consider part exchange, 14 Bulsden Avenue, Worthing 1839. (C4027)

1951 (September) Daimler Consort saloon, grey with blue leather upholstery. 18,000 miles from new. Taxed for the year. In perfect condition. Carefully maintained. £625.

Coventry & Jeffs Limited, Tel: Bristol 20091. (C2944)

1954 Daimler Conquest Saloon, radio, heater, grey with blue upholstery. £1,075. Car Mart Ltd., 297 Euston Road, N.W.1. Euston 1212. (C1039)

NEWMAN'S LTD.

1954 Daimler Conquest Century saloon, radio, low mileage, £1,085.

NEWMAN HOUSE 235-245 Hammersmith Road, London, W.6. Riverside 4646 (9 lines). (C3024)

STRATSTONE LTD., Daimler Distributors

Daimler 2½-litre Convertible Coupe (May 1955) black, beige leather, one owner, 3,000 miles, £1,525.

Daimler 2½-litre Country Saloon (July 1956) silver and blue, blue leather, 7,500 miles, £1,450.

Daimler 2½-litre Century Saloon (Dec. 1954) grey, red leather, 14,000 miles, £1,200.

Daimler 2½-litre Conquest Saloon (Dec. 1953) black, red leather, £985.

Daimler 2½-litre Consort Saloon (September 1951) black, brown leather, £795. Stratstone Ltd., 40 Berkeley St., W.1. (Mayfair 4404).

Birkett (FINCHLEY) LTD., 397/401 High Road, E. Finchley, N.2. Finchley 0052-3-4.

Birkett motors offer:

1952 Daimler Consort grey/blue, a fine car fastidiously cared for. £595. Written guarantee. Terms, exchanges, £465.

CASS'S MOTOR MART

1939 Daimler 24 h.p. Wandover, owner driver saloon, black, unblemished, genuine, 22,000 miles. £495.

1950 Daimler 2½ litre saloon, blue, unblemished, heater genuine, 20,000 miles, one owner, £595.

1949 Daimler 2½ litre saloon, blue, unblemished, heater genuine, 20,000 miles, one owner, £595. Written guarantee. 5 Warren Street, W.1. Euston 4110. (C1040)

DENHAMS for Daimler.

Always a selection of good used cars available, see our advertisement under "Daimler New Cars".

Denham's Garage (Esher) Ltd., Tel. 2021, Esher, Surrey.

MANN EGERTON & CO. LTD.

1955 Daimler Regency Saloon, green with green leather upholstery. 3,000 miles.

Mann Egerton & Co. Ltd., 14 Berkeley Street, W.1. Hyde Park 2073. (C2006)

HENDON CENTRAL GARAGE Ltd. offer:

1950 (October) Daimler Consort saloon, fitted radio, heater, 30,000 miles only, one owner since new, this car is in immaculate condition throughout—£625. Hendon Central Garage Ltd., 44/46 Watford Way, Hendon Central, N.W.4. Hendon 8084-5.

## USED CARS FOR SALE

## DAIMLER

£995!!! DAIMLER Special sports coupe 1952, 2½ litre 16 h.p. series with twin carburettor engine, special overdrive, heater and radio, immaculate two colour finish to coachwork with beige leather upholstery, excellent hood and tyres, one change of ownership, the whole car in superb mechanical order throughout.

Also a late 1954 Conquest Century drophead and two 1950 Barker drophead Daimlers available.

Camden Motors, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035)

1956 car—Saink, Ltd. Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. (C275)

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd. Daimler Specialists, Bristol 2009.

£575!!! 1950/51 Daimler 2½ litre Consort de luxe saloon, specimen and brand new condition, choice 2.

£495!!! 1949/50 Daimler 2 litre de luxe saloon, only 2 owners, this car virtually looks as though its only done 5,000 miles.

Lambs of Wood Green (Established 1897), 100 guaranteed cars, exchanges, hire purchase—421-423, High-road, Finchley. Finchley 6222.

1952 model Daimler Consort Saloon, exceptional condition, 26,000 miles. Only £685.

British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). TEMPLE BAR 3588. (C1027)

## DELAHAYE

1949 Show model type 135 M Pennock drophead coupe, immaculate condition throughout, excellent mechanically, Cotal gearbox, £595. Terms, exchanges—Richards and Carr Ltd., 35 Kinnerton Street, S.W.1. Belgrave 3711. (C3045)

DELAHAYE 1953 3 litre four seater drophead. Aqual show model, fantastic performance and roadholding. Cost approx. £3600, accept offer near £1575.—Swanmore Garage Ltd., 1176-1180 Christchurch Road, Bournemouth, E. Bournemouth. (Tel. 43344 and 43345 Southbourne).

## D.K.W.

D.K.W. Master saloon, in splendid condition, replacement engine and gear box just fitted and recently resprayed in powder blue, reupholstered in tartan Tytan, brakes just relined; a splendid car at a reasonable price.

D.K.W. saloon, nearing completion of complete rebuild, finished white roof and a magnificent blue finish, red interior and a complete overhaul; this will have a host of extras and a 9-month guarantee.

B. and M. Garage Ltd., 42a St. Michael's St., Paddington, Tel. 6877. (0016/R)

## DODGE

Dodge saloon, overdrive, radio, good tyres, excellent order, £150.—X.L. Service Station, Kingston Vale, S.W.15. Tel. Kingston 8333. (C4085)

1954 Dodge 4 door saloon, radio, low mileage—Joe Thompson Motors Ltd., 91-3 Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028)

## FIAT

H. C. PAUL LTD. Fiat 600, grey, 4,500 miles, £485.—32 Bruton Place, Birkbeck Sq., W.I. Mayfair 0821/2. (C3040)

RICHARDS AND CAR LTD. are always best value.

1956 Fiat 1100 saloon, 408 miles, heater, screen sprays, as new, £795.

1954 (October) Fiat 1100 saloon, 7,000 miles, heater, tartan covers, one fastidious owner, comparable new condition, £695.

35 Kinnerton Street, S.W.1. Belgrave 3711. (C3045)

MAFFAIR GARAGES LTD. Fiat "600" Immediate delivery from stock. Below.

MAFFAIR GARAGES LTD. Fiat, September 1955, "600" saloon, grey, one owner, small mileage, almost new condition, 3 months guarantee, £545. Below.

MAFFAIR GARAGES LTD. Fiat "500C" Belvedere, L/H/D Station Wagon, Reg. 1956, bronze, roof rack, one owner, extremely smart car with outstanding performance, 3 months guarantee, £385. Below.

MAFFAIR GARAGES LTD. Fiat. Also large selection of pre-war models from £145 to £295. Mostly guaranteed. Below.

MAFFAIR GARAGES LTD. 1939 "300" de luxe convertible coupe, black, outstanding condition. £180. Below.

MAFFAIR GARAGES LTD. Lists and literature on request to Below.

MAFFAIR GARAGES LTD. Fiat West End Showrooms, Balderton Street (opposite Selfridges' Clock), W.1. Tel. MAYfair 3104. (C3009)

J. H. BARTLETT: Fiat 1956 series 1100 T.V. Saloon, £100 extras, 2,000 miles, £895. Fiat 1956 Feb. 1100 saloon, 290 miles only, £750.—27 Pembroke Villas, W.11. (C1013)

525 gns. Fiat 600 1955 saloon, heater, pastillight, screen washers, one owner, 8,000 miles, spare unused. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

C. V. RUSHMER AUTOMOBILES (Official Fiat Agents). 1955 1.100 saloon, 6,000 miles, one owner, showroom condition, 45 m.p.g. 80 m.p.h. £725. guaranteed. 1956 1.100cc saloon, 300 miles, as new, £785; 1951 500c convertible, one owner, £285.—45 Holland Park Mews, W.11. Park 5731. (C3061)

## FIAT

S. & S. MOTORS. 1939 1100cc 4-door pillarless saloon in beautiful condition, £165. Choice of 3.

S. & S. MOTORS 1939 500cc 4-seater, excellent condition, reconditioned engine, £225. Choice of 3.

S. & S. MOTORS 1951 500c in excellent condition, one owner, £275.

S. & S. MOTORS. 1939 500cc cabriolet, carefully maintained. Many extras, £185.

S. & S. MOTORS. 1938 500cc cabriolet, silver, leather upholstery, bumpers, outstanding car, £155.

S. & S. MOTORS, all above and many others from £100.—18 Leinster Terrace, W.2. Pad 6174.

S. & S. MOTORS. All Fiat repairs and service workshop entirely devoted to repairs of Fiat cars—165a Westbourne Grove, W.11. Bay 1644. (C4090)

506c Balilla. Pillarless. Bronze/brown leather. Spot lamp. A mechanically good car. Engine overhauled, 10,000 miles ago, £150.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069/1)

1955 (Aug.) 1100 TV. One owner. Duo blue/blue, 6,000 miles. As an new high performance car costing today £126. £865.

J. Davy Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069/2)

1955 Type 1900 A. 4-door Saloon. 5-speed gearbox. Fluid drive. Radio. Wabers 90 m.p.h. 28 m.p.g. Genuine 11,000 miles. Beautifully finished. Cost new £1,500. Bargain. £995.

All new Fiat in stock. Anthony Crook. Fiat Distributors. High St. Esher. Surrey. Tel. 4580. (C1063)

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FERRY'S OF HARROW HAVE an excellent selection of post-war 8 h.p. saloons available.

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W. HARROLD PERRY, Ltd. High Road, Harrow Weald, Middlesex (opp. Bus Depot). (0090/R)

R. C. WIMBUSH, Ltd. for Fords.

1956 Ford Anglia, black, red upholstery, heater; £495.—312, Earls Court Road, London, S.W.1. Pre-matic £401.

1956 (November) Ford Anglia, in excellent condition throughout; £900.—110, Battersea Rise, S.W.11. Battersea 0249. (C1062)

1951 Ford Anglia, heater, w.-wabers, extras; £495.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 2186. (C3006)

1956 Ford Anglia, fitted heater, 6,000 miles only; £495.—Jack Fawcett (Automobiles), 365, Hendon Way, N.W.4. Hendon 2012-2. (C3062)

1956 Ford Anglia, 2 from £495.—Montrose Motors (N. H. Bowtell), 91-95, Epping New Rd., Epping, Essex. Tel. 1171-2. (C3066)

1956 (Feb.) Anglia saloon, grey, maroon interior, one owner since new, excellent condition; £495.—Robbins, East Putney, Tel. 7831. (C3030)

1956 Ford Anglia, fitted heater, 6,000 miles only; £495.—Jack Fawcett (Automobiles), 365, Hendon Way, N.W.4. Hendon 2012-2. (C3062)

1956 Ford Anglia, 2 from £495.—Montrose Motors (N. H. Bowtell), 91-95, Epping New Rd., Epping, Essex. Tel. 1171-2. (C3066)

1956 Anglia de-lux Saloon, leather, heater, black, red upholstery, low mileage, guaranteed; £495.—Palmer's, 2, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5898. (C3064)

445 gns. Ford New Anglia 1954 saloon, blue with grey top, heater, screen washers, wing mirrors, chromed bumpers, one owner, exceptional—Choice of 6 New Anglias. Terms, exchanges—Rowland Smith below.

295 gns. Ford Anglia 1949 saloon, black, good tyres, excellent condition. Choice of 8 Anglias. Terms, exchanges. List. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1956 Ford Prefect, heater, immaculate; £225.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 2186. (C3066)

1955 model Ford Prefect, colour green, 7,000 miles, heater, as new—Dobsons, Ltd., Staines 802. (C1074)

1956 (Sept.) Ford Prefect, beige/brown interior, immaculate car throughout, taxed year, one owner; £495.—Putney 2770. (C3069)

1956 Prefect saloon, leather, guaranteed, £395.—Palmer's, 2, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5898. (C3064)

1956 Prefect saloon, black/red, leather, heater, low mileage, guaranteed; £395.—Palmer's, 2, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5898. (C3064/1)

## FORD POPULAR

A.1 at BROWNS. 1948 (Oct.) Ford Popular, Bristol fawn, fitted heater, trafficators, etc. 12,000 miles. Choice of two.

W. J. BROWN, Limited, Ford Distributors for 30 years, 328, Finchley Road, N.W.3. HAM. 2284. (C1025)

1955 (Jan.) Popular Saloon, one owner, 6,000 miles, green/grey vinyl, loose covers, spare unused, excellent car. Practically as new; £275.

J. DAVY, Ltd., 180/4 Kensington High Street, W.8. WESTERN 7181. (C1069)

1955, June, 2,200 miles, green, fush indicators, spotlight, shelf, perfect, £395.—Reigate 3786. (C3078)

1954 Ford Popular saloon, taxed, magnificent, guaranteed, £395. payments—Vaughan, 17, Astor Mews, S. W.7. Tel. 7213. (C4076)

1954 Ford Popular. Beautiful order; £395.—Smith and Hunter, 376, Kensington High Street, W.14. Western 2312. (C4078)

## FORD POPULAR

1954 model Ford Popular saloon, black, 7,000 miles, as new. £395.—Salmons Garage, Ltd., Temple Bar 2388.

1954 Ford Popular saloon, one owner, many extras, almost new, guaranteed; £395.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, KIN. 6104. (C4058)

PRIDE & CLARKE, Ltd. 1955 Ford Popular saloon, 5,000 miles, 19,000 miles. £395.—Stockwell Road, S.W.9. Brixton 6251. (C3068/1)

1954 Ford Popular saloon, fawn/red, heater, many extras, 3 months guarantee; £395.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1168. (C4034)

1954 Ford Popular saloon, one owner, 18,000 miles, several extras, perfect, 2 months' guarantee; £395.—C. and W. Motors, Ltd., Queen's Head Garage, East End Rd., N.2. Finchley 6226 (3 lines).

1954 Ford Popular saloon, fawn/red, trafficators, loose covers, one owner, spare unused. Choice of 6 Populars. Terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

NEW Ford Popular saloons, taxed and insured, ready to drive away for one-half deposit; balance over 2 years. Exchanges, Cars, Three-wheeler, motor-cycles welcomed—Pride and Clarke, Ltd., 287, Brixton Hill, S.W.3. Tel. 3664/5. (C3068)

## FORD PREFECT

1955 (Sept.) Prefect saloon, black, maroon interior, fitted special six ply tyres, 6,000 miles. Indistinguishable from new; £495.—Robbins, East Putney. (C3021)

1954 1954 Prefect saloon, black, red interior, one owner, 5,000 miles, superb throughout—G. S. Hall, Ltd., 202, King Street, Hammersmith, W.6. Riverside 2881. (C3100)

425 gns. Ford New Prefect 1955 model saloon, Westminster blue, small mileage. Terms, exchanges—Rowland Smith, below.

295 gns. Ford Prefect November, 1948 saloon, radio, screen washers, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

NEWNHAM, LTD. 1954 Ford Prefect saloon, exceptional condition; £495.

1954 Ford Prefect, black, red interior, one owner, 5,000 miles, superb throughout—G. S. Hall, Ltd., 202, King Street, Hammersmith, W.6. Riverside 2881. (C3100)

425 gns. Ford New Prefect 1948 model saloon, Westminster blue, small mileage. Terms, exchanges—Rowland Smith, below.

295 gns. Ford Prefect November, 1948 saloon, radio, screen washers, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

JACK ROSE, LTD. 1955 Prefect saloon, with heater, colour pale blue, almost unmarked inside and out; £395.—Jack Rose, Ltd., Stafford Road, Wallington, Surrey. Wallington 9777/8. (C3066)

PERRY'S OF HARROW HAVE an excellent selection of post-war 10 h.p. saloons available.

TEL. HARROW 4282/0140 for details.

W. HARROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0090/R)

A.1 at BROWNS.

1950 Ford Prefect, black, fitted with heater, etc. Choice of two.

W. J. BROWN, Limited, Ford Distributors for 20 years, 328, Finchley Road, N.W.3. HAM. 2284. (C1025)

R. C. WIMBUSH, Ltd. for Fords.

1955 Ford Prefect, black, leather, and heater; £395.—312, Earls Court Road, London, S.W.1. Pre-matic £401.

1949 (October) Ford Prefect in excellent condition throughout, £800.—110, Battersea Rise, S.W.11. Battersea 0249. (C1060)

1955 Ford Prefect, heater, immaculate; £225.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 2186. (C3066)

1955 model Ford Prefect, colour green, 7,000 miles, heater, as new—Dobsons, Ltd., Staines 802. (C1074)

1956 (Sept.) Ford Prefect, beige/brown interior, immaculate car throughout, taxed year, one owner; £495.—Putney 2770. (C3069)

1956 Prefect saloon, leather, guaranteed, £395.—Palmer's, 2, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5898. (C3064)

1956 Prefect saloon, black/red, leather, heater, low mileage, guaranteed; £395.—Palmer's, 2, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5898. (C3064/1)

## FORD SQUIRE

R. C. WIMBUSH, Ltd. for Fords.

1955 Ford Squire estate car, 70 miles only; £395.—312, Earls Court Road, London, S.W.1. Fremantle 8401. (C4066)

PRIDE & CLARKE, Ltd. 1955 Ford Squire, 200 miles, heater, 2618—Stockwell Road, S.W.9. Brixton 6251. (C3068)

## USED CARS FOR SALE

## FORD CONSUL

W.M.  
1955 (June) Ford Consul convertible, green with fawn leather, heater, mileage 10,000, virtually as new, £250.—Welbeck Motors, Ltd., 107 Crawford St., London, W.1 (near Baker St. Station), Welbeck 1128. (C4049)

A.1 at BROWNS.  
1954 Ford Consul saloon, black with red leather interior, heater, etc.

W. J. BROWN, Limited, Ford Distributors for 30 years, 220, Finchley Road, N.W.3. (C1028)

ALLAN TAYLOR (MOTORS), Ltd., offer:—  
1955 Ford Consul, colour fawn, leather upholstery, heater, taxed December; fawn.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7252 (10 lines). (C588)

R. C. WIMBUSH, Ltd. for Fords.  
1955 Ford Consul, radio, heater, leather, colour grey; 2500—312, Earls Court Road, London, S.W.5. Fremantle 8401.

FORD Consul saloon (Feb., 1955), black, red leather; 18,000 miles; 4485—Stratstone, 40, Beresley Street, W.1 (Mayfair 4464). (C4023)

1955 Ford Consul saloon, fitted heater, under 800 miles; 4485—Ripon, Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2653-84-4. (C3083)

1955 Ford Consul saloon, fawn, red interior, heater, 900 miles only, absolutely new.—Broadway Motors, Hanworth Road, Hounslow 0175/6300 (C1113)

1955 Ford Consul, blue, fawn leather, heater, reconditioned, excellent condition, guaranteed, £465.—King's Motors, 1, High St., Hounslow. Tel. 5532. (C2049)

1955 (Mar.) Consul saloon, low mileage, fitted heater, choices from £395.

J. DAVY, Ltd., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1089)

1955 October Consul saloon, 5,500 miles, one owner, black, heater, hide, spotlamp; 2500. Terms, exchanges—Richards and Carr, 35, Kinnerton Street, S.W.1. Belgrave 2711.

PRIDE & CLARKE, Ltd., 1955 Ford Consul saloon, low mileage, heater; 2500—1955, heater, 5400. 1955 heater, radio, covers; 4485—Stockwell Road, S.W.8. Brixton 5861.

565 gns. Ford Consul 1955 saloon, leather, wing mirrors, one owner, small mileage. Terms, exchanges—Rowland Smith, below:—

495 gns. Ford Consul 1954 model saloon, heater, screen washers, wing mirrors, one owner. Terms, exchanges—Rowland Smith, below:—

495 gns. Ford Consul 1955 model saloon, grey, red leather, heater, one owner. Choice of 6 colours. Terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) 5641. (C4016)

## FORD ZEPHYR

B. J. HUNTER, LTD., 1954 Ford Zephyr convertible, choice of two; 2720.—22-26, Cricklewood Broadway, N.W.3. Gla. 6809/4. (C2040)

WARWICK WRIGHT, Ltd., offer:—  
1955 Ford Zephyr saloon, fawn, red upholstery, heater, 3,000 miles; 2500.

WARWICK WRIGHT, Ltd., 180, New Bond St., W.1. Mayfair 9761. (C4045)

R. C. WIMBUSH, Ltd. for Fords.  
1955 Ford Zephyr, grey, radio, heater, leather; 2518—312, Earls Court Road, London, S.W.5. Fremantle 8401.

HENLYES offer with four months' guarantee:—  
1955 Ford Zephyr convertible, overdrive, radio, heater, triple carburettors, six branch exhaust, electric hood mechanism, etc., grey with maroon interior and hood, one owner, faultlessly maintained; 2500.

HENLYES, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (C588)

RICHARDS & CARR, Ltd. are always best value.  
1955 Zephyr saloon, one owner, 17,000 miles, overdrive, full Raymond Mayes conversion, radio, heater, 100% condition; 2525.

1955 (September) Zephyr saloon, radio, heater, 26,000 miles, excellent throughout; 2495.

30, Kinnerton Street, S.W.1. Belgrave 2711. (C3045)

1955 series to 1955 Zephyr. All with extras and in excellent condition. Choices from £475—£525.

1954 (Aug.) Zephyr convertible, one owner, 12,000 miles, ivory/green leather, heater, power hood, seat covers, wing mirror. Superbative example costing today £10,000. 2745.

J. DAVY, LTD., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1089)

1955 Ford Zephyr saloon, radio and heater, 2525.—Engines Reconditioned, Ltd., 338, Pincher Rd., Harrow. Tel. 5344 and 5350. (C2070)

8,000 miles, 1954 (Dec.) Zephyr, radio and heater; 2520. Terms and exchanges—Searle, Ltd., 25, Church Street, Hanworth. Molsey 214. (C4000)

1954 Ford Zephyr saloon, green, fawn leather upholstery, tartan seat covers, one owner, low mileage, heater; 2575.—Hillwood Motors, Mill Hill (London) 4258.

1954 Ford Zephyr saloon, Dorchester grey, red leather, one owner, heater, twin spot lamps, many other extras, exceptional condition throughout, any inspection invited, 3 months' guarantee; 2555.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4054)

## FORD ZEPHYR

1955 (November) Ford Zephyr, radio, heater, 2,000 miles, as brand new; 1675.

SCOTT CARS, 341/7, Finchley Road, Hampstead 7778, 5675. (C4016)

1955 Ford Zephyr de-luxe saloon, black, leather upholstery, radio, heater, immaculate; 1475.

Terms, exchanges—

BRAY MOTORS, 180, West End Lane, N.W.4. HAM 6460.

1955 (January) Ford Zephyr saloon, heater, washers, one owner, black, red trim, demonstration anywhere; 1525.

PARS & JOYCE, LTD., 184, Great Portland St., W.1. Museum 1001. (C3059)

425 gns. Ford Zephyr 1955 saloon, leather, heater, radio, one owner, excellent condition. Choice of 2 Zephyrs. Terms, exchanges. List. Open 9-7 weekdays.

2, Termas—Saturdays—Rowland Smith, Hampstead (Hampstead Tube) 5641. (C4015)

1955 Ford Zephyr convertible, finished in ivory with cream interior, fitted with power operated green hood, 3,000 miles and completely unmarked; 1755.—Bella Service Garages, 144, London Road, Kingston-on-Thames. Kingston 1185.

## FORD ZODIAC

ALLAN TAYLOR MOTORS, LTD., Main Ford Dealers, offer:—

1955 Ford Zodiac, grey and fawn, 5000.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (C2061)

1955 Zodiac—choice from £650.

J. DAVY, Ltd., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1089)

## FORD PILOT

265 gns. Ford VII Pilot, September 1955 saloon, leather, heater, good condition. Choice of 2. Terms, exchanges. List. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) 5641. (C4015)

PILOT, October, 1955, blue with leather upholstery, new engine, radio, heater; 2500.—Farnborough (Kent) 5851. (C2019)

A.E. Motors offer: beautiful 1955 Pilot, fitted heater, new tyres; 2500—Palmerston Rd., N.W.6. MIA 6723. (C1011)

1955 Ford Pilot saloon, 1955—Montra Motors (N. H. Bowes), 51-65, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-1. (C3088)

1955 (Oct.), one owner, Pilot, blue/blue hide, heater, radio, very well maintained and much above average. Tyres good; 2360.

J. DAVY, Ltd., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1089)

## AMERICAN FORDS

H. A. SAUNDERS, Ltd., offer:—

1955 Ford Customline 4-door Sedan, black, tan upholstery, four-door transmission, radio, heater and windscreen wipers; £1,865.

H. A. SAUNDERS, Ltd., 820-842, High Road, North Finchley, N.12. Hillside 5372 (5 lines). (C2027)

ACLAND & Tabor, Ltd., Welwyn By-Pass, Herts, Welwyn 451/2, offer:—

1955 (Sept.) Ford Fairlane R.H.D. 5-seater country sedan, finished, blue, radio, heater, under 5,000 miles, one owner, as new in all respects. Cover over £2,300. £1,975. Maximum H.P. terms available. (C1001)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—N.L.N.Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4500-2. (C749/R)

DICKIE CAR SALES, Ltd., 1951 Ford Taunus saloon, very attractive and roomy; 2500—250-401, High Rd., Kilburn, N.W.5. MIA 6888/9. (C1072)

CHARLES FOLLETT, Ltd., official Ford agents, offer:—

1955 Ford Zodiac sal., grey and green, one owner, supplied and maintained by us since new; 2500.

1955 model Ford Zephyr, dark green, leather, heater, radio, screenwash, one owner, loose covers fitted since new; 2500.

2 months' guarantee. H.P. facilities and part exchange.

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnetts Yard, off Elgin Avenue, W.8. Cunningham 5666.

## FRAZER-NASH

FRAZER-NASH, LeMans Replica Mark II, racing green, ex-Tony Crook. Special built sprint and short circuit racing. Extremely light, under 10-cwt. Fully equipped for road work. Recently undergone extensive re-build, approximate cost £200, not used since. Fitted with modified Bristol engine, lightened fly wheel and valve gear, racing cam shaft, heavy duty racing clutch, etc. Alfin racing drums. This car, in fact, is in beautiful condition, immaculate in appearance, and ready for racing. It is being offered for sale by us on behalf of our customer, which, with our reputation, we would not entertain unless we were absolutely satisfied that the car is genuine. Price £1,400.

J. SANDERSON & HOLMES, LTD., The Rolls-Royce and Bentley People, London Road, Derby. Telephone 6747.

## FRAZER-NASH

1955 B.M.W. Frazer-Nash, 220 Model saloon; 2500. SEVEN DAYS Motor Works, The Barn, Two Waters, Hemel Hempstead, Herts. Phone Box 2262. (C2062)

## HEALEY

BROOKLANDS: INDIVIDUALITY.

1954 Healey 24-litre Tickford saloon, heater, BUY or sell with confidence. Exchanges.

103, New Bond Street, London, W.1. Mayfair 2851. (C1029)

ROSE & YOUNG, LTD., offer:—

1955 Healey Sportsmobile drophead coupe, exceptional condition, finished in blue, f445. 65-69, Barnold Avenue, Streatham Hill, S.W.2 (1 mile from Streatham Hill Station). Tel. Hill 9464. (C2057)

AUTOMOBILE & AIRCRAFT SERVICE, LTD., offer:—

HEALEY roadster, 1955, first class, condition: f425—500, Kington Road, Kington, Harrow. Worleworth 7065. (C1008)

J. H. MARTLETT, Healey 1951 Tickford saloon, exceptional condition; f500—27, Fembrey Villas, W.11. (C1013)

1955, 1947 2-litre 2-seater sports/racing car. Beautiful and potent. Terms if required. — Bob Glynn Sports Cars, 180, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4887. (C2058)

## HILLMAN

RAY POWELL, LTD.

HILLMAN Estate Cars:

1955 o.h.v. Hillman Estate, due colour, heater, spot lamp, 5,000 miles; f765.

1955 Hillman Estate car, beige, heater, spot lamp; f675.

1955 Hillman Estate car, due colour, blue, heater, spot lamp, 5,000 miles; f675.

1955 Hillman Estate car, beige, one owner; f265.

1955 Hillman Estate car, air-conditioned engine, resprayed, thoroughly overhauled, as new; f275. 3918, Eastern Avenue, Ilford. Tel. Val. 0122. (C2012)

H. A. SAUNDERS, Ltd., offer:—

1955 Hillman Minx saloon, California model, cream and black, red upholstery, record mileage, 4,776, heater; f685.

1955 Hillman Minx de-luxe saloon, black red upholstery, record mileage f647. f600.

H. A. SAUNDERS, LTD., 255-262, High Road, North Finchley, N.12. Hillside 5372 (5 lines). (C2027)

WARWICK WRIGHT, LTD., offer:—

1955 Hillman MK8 estate car, heater, dual gray, red upholstery. 5,000 miles. 1955, also in golden sand, low mileage.

1955 Hillman Minx saloons, all standard colours, low mileage, from f495.

1954/5 Hillman Minx MK8 saloons, all standard colours, low mileage, from f495.

1955 Hillman Minx MK8 convertible, golden sand with red upholstery, radio and heater, 10,000 miles; f215; also in black, low mileage.

1955 Hillman MK8 California, black with red upholstery, 6,000 miles; f625; also in grey and blue or dark green, low mileage.

1955 (Nov.) Hillman MK7 California, ivory and red with red upholstery, heater, 12,000 miles; f625.

WARWICK WRIGHT, LTD., 180, New Bond St., W.1. Mayfair 5761. (C4015)

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 Hillman Minx; f450.

1951 Hillman Minx, one owner; f425—255, High Road, Wembley, Middlesex. Tel. WEMBLEY 4422. (C1015)

1955 Hillman Minx little and carefully used, f595. below.

1947 Hillman Minx, black, very sound car; f270.

1946 Hillman Minx, surprising condition; f295.—SMITH & HUNTER, 276, Kensington High St., W.14. Western 2212. (C4018)

465 gns. Hillman Minx, 1954 Phase VII saloon, heater, one owner. Terms, exchanges. Rowland Smith, below:—

520 gns. Hillman Minx 1951 Phase IV saloon, heater, wing mirrors, good tyres. Terms, exchanges. Rowland Smith, below:—

265 gns. Hillman Minx late 1946 saloon, sliding head, excellent condition. Choices of 11 Minx. Terms, exchanges. List. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5641. (C4018)

1955 Hillman Californian, works mileage, list price.

1955 Hillman Minx, de-luxe saloon, works mileage: f270.

1956 Hillman Special saloon, works mileage: f277.

1955 Hillman Californian, 4,000 miles, radio, heater, white-wall tyres, undersealed; f285.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3125. (C2056)

f325 ! ! ! 1947 Hillman 10 drophead coupe, rare and beautiful condition, impossible to find a better.

LAMBS, of Wood Green (Established 1907). 100 guaranteed cars; exchanges; hire purchase; 421-422, High Road, Finchley, Finchley 6222. (C2053)

HILLMAN Minx saloon (May, 1955), 3,500, red leather; f465—Stratstone, 46, Berkeley Street, W.1. (MAYfair 4404). (C4023)

## USED CARS FOR SALE

## HILLMAN

PRIDE & CLARKE, Ltd. 1956 model Hillman coupe, 300 miles, heater; £480. 1955 saloon, 7,000 miles, heater; £500. 1954 coupe, low mileage, heater; £450—237, Brixton Hill, S.W.2. Tel. Tel. 3664/5. (C1068)

1953 Hillman Minx Mark VI saloon, black, red interior, exceptional condition throughout; £445. —Northways Garage, Swiss Cottage, N.W.3. Prime rate; £450—237, Brixton Hill, S.W.2. Tel. Tel. 3664/5. (C1068)

1956 Hillman Minx "Claylook" de-lux, two tone blue/ivory, 400 miles and as new; £465. 1955 Oxford saloon, black, red leather, heater, one owner, only 6,000 miles, absolutely unmarked. —Broadway Motors, Hanworth Road, Hounslow 0175/9309. (C1113)

1955 Hillman Californian 3-door hard top, unmarked, duo-green, demonstration anywhere; £465. (C1068)

PASS & JOYCE, Ltd. 184, Great Portland St., W.1. Museum 1001. (C1069)

1956 Hillman Minx de-lux saloon, pearl grey/olive green; £495. —Brew Brothers, Ltd. 123, Old Brompton Road, S.W.7. Fremantle 8222. (C1068)

1949 Hillman Minx, heater, excellent condition; £475. —Kirkeids Cars, Kirkdale, Sydenham, Tel. Sydenham 6192. (C1068)

1947 (Nov.) Estate car, two owners, golden sand/brown vinyl, road lamp, resprayed and retrimmable; £425. (C1068)

J. DAVY, Ltd. 180/4, Kensington High Street, W.8. WESTERN 7181. (C1069/1)

1956 model Hillman Californian, 8,000 miles, radio, heater, white wall tyres, immaculate condition; £775. —Sidney Marcus, Ltd. 43, Sloane St., S.W.1. Belgrave 5711. (C1068)

1955 Hillman Minx convertible, fawn, 2,721 miles; £700. —Halmos Garages, Ltd., Temple Bar 3228. (C4029)

XXX. 1956 model, o.h.v. Hillman Minx Special saloon, black with red upholstery, unmarked, 1,200 miles only, appearance absolutely as new, exceptional opportunity; £445. Exchanges, deferred. —H. F. Edwards, 154, Great Titchfield Street, London, W.1. Langham 0012. (C1068)

A.E. Motors offer: 1953/4 Anniversary Minx 10,000 miles only, one owner, spotless condition; £475. —Palmerston Road, N.W.8. MAL 4738. (C1061)

1955 Hillman Minx 4-door saloon, one owner, recondition, excellent condition, guaranteed; £575. —King's Motors, 1, High St., Hounslow. Tel. 3632. (C1068)

JUNE, 1955. Hillman Minx Mk. VIII saloon, colour green, 7,000 miles only, condition as new; £500. —John Trigg, Ltd. Fisher 2265. (C1068)

MARX VIII o.h.v. Hillman Minx de-lux saloon, 12,000 miles, superb condition; £625. —L.M.R. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Bournemouth 23207. (C1068)

## HILLMAN-HUSKY

WARWICK WRIGHT, Ltd. offer:— 1955 Hillman Husky double duty, blue with red upholstery, 7,000 miles; £550; also in golden sand or green, low mileage. (C1068)

WARWICK WRIGHT, Ltd. 180, New Bond St., W.1. Mayfair 0761. (C4/45)

1955 Husky estate car, choice from £525. —J. Davy, Ltd. 180/4, Kensington High Street, W.8. WESTERN 7181. (C1068)

4,700 miles, unmarked and almost equal to new. July, 1955. Hillman Husky dual purpose estate car, golden sand, red interior, heater, passlight, one private owner, 355 gns.; today's new cost £600. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampshire (Hampstead Tube). Hampshire 0041. (C4018)

G. & M. ALFRED (1956) Ltd. 1956 Hillman Husky, 150 miles only, 6-7, Warren St., W.1. Euston 2386. (C1068)

1955 Hillman Husky, blue with red upholstery, excellent condition throughout; £495. (C1068)

GAVIN FAIRFAX, Ltd., Virginia Water, Surrey. Tel. Wentworth 3184. (C1068)

## NUMBER

JACK ROSE, Ltd., HUMBER Super Snipe saloon, in Burgundy, first used January, 1956, registered November, 1955, mileage 1,700, just run in, absolutely as brand new, with many extras, including radio, heater, wing mirrors, etc., too large for owner, accept £1,000. —Jack Rose, Ltd., Stafford Road, Wallington, Surrey, Wallington 0677/8. (C3068)

TOM GARNER, Ltd. offer:— 1953 Hillman Pullman Mk. III 7-pass. lim., black, heater, £1,265. (C1068)

1956 Humber Super Snipe Mk. IVB sin., black, overdrive, 2,000 miles only, £1,350. (C1068)

1955 Humber Super Snipe Mk. IV saloon, seal grey, heater, screenwah, 12,000 miles, £995. (C1068)

TOM GARNER, Ltd. 10-12, Peter St., Manchester 2. Blackfriars 2265-7. (C1068)

## NUMBER

WARWICK WRIGHT, Ltd. offer:— 1953/4 Humber Hawk Mk.5 saloons, most standard colours. Many fitted with radio and heater, all low mileages, from £500. (C1068)

1954/5 Humber Hawk Mk.6 saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages, from £700. (C1068)

1955 series Humber Super Snipe Mk.4 overdrive saloon dual grey with red upholstery, heater, 2,000 miles; £1,295. (C1068)

1956 Humber Super Snipe Mk.4 saloon, dark blue with light fawn upholstery, 7,000 miles, £1,045; another in black, low mileage. (C1068)

1956 Humber Super Snipe Mk.4 saloon, grey with red upholstery (bucket seats), heater, 12,000 miles, £1,060. (C1068)

WARWICK WRIGHT, Ltd. 150, New Bond St., W.1. Mayfair 0761. (C1068)

JACK ALPE OFFERS LIMOUSINES.

LIMOUSINE, 1948, mitred edge pullman, one private owner, mileage under 18,000, heater, black, unrepeatable; £650. (C1068)

SEVEN-PASSENGER, 1952, Imperial Mk. III black saloon, dark leather, heater, radio, excellent; £845. (C1068)

LIMOUSINE, 1952, Mk. III, leather throughout, heater, radio, one private owner, small mileage, £980; another 1952 leather limousine, £925. (C1068)

JACK ALPE LIMOUSINES, 20, Oldbury Place, Marylebone, High St., W.1. Welbeck 1124. (C1068)

HENDON CENTRAL GARAGE, Ltd. offer:—

1955 (April) Humber Hawk saloon, one owner, supplied and owned by ourselves, absolutely unmarked; £495. —Hendon Central Garage, Ltd. 44/46, Watford Way, Hendon Central, N.W.4. Hendon 5084/5. (C2024)

AUTOMOBILE & AIRCRAFT SERVICE, Ltd. offer:—

1956 Humber Hawk, one owner, immaculate, heater, radio, one wall tyres, immaculate condition; £785. —Hawthorn 7800. (C1068)

1956 Humber Hawk, radio and heater; £425. (C1068)

1956 Humber Snipe drophead, 2750-355, High Rd., Wembley, Midx. Tel.: WEMBLEY 4422. (C4015)

ARCHIE SIMONE & Co., Ltd. 1952 Humber Super Snipe saloon, black/red leather, fitted heater, much above average; £495. (C1068)

1950 Humber Hawk saloon, bronze/red leather, fitted heater, radio and sunroof, good condition; £425—98, St. Portland St., W.1. LAN. 1843. (C1068)

1948 (Sept.) 14 h.p. Hawk saloon, grey/grey interior. One owner since new; £400. below:—

1951 model registered Nov., 1950. Super Snipe saloon, metallic green, fawn interior, heater, excellent condition; £445. —Robbins, East Putney. Tel. 7851. (C1068)

1956 Humber Hawk de-lux saloon, 1,700 miles only, heater; £445. (C1068)

1947 Humber Hawk de-lux saloon, beautiful condition. Choice 2. (C1068)

1956 Humber Hawk de-lux saloon, absolutely specimen, magnificent vehicle. Looks and runs just like new. Choice 2. (C1068)

LAMB'S, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase; 431-432, High Rd., Finchley. Finchley 6222. (C1068)

1956 model Humber Hawk saloon, 1,700 miles only, heater; £445. (C1068)

1952 BRITISH & COLONIAL MOTORS, Ltd. 18-14, Upper St. Martin's Lane, London, W.C.1 (adj. Leicester Square Tube Station). TEMple Bar 2000. (C1068)

A.1 GARAGE, Ltd. offer:—

1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795. 14-16, Childs Place, Earls Court Road, S.W.5. Tel. Finsbury 5181. (C1068)

505 gns. Humber Hawk 1954 Mark V saloon, grey/red leather, radio, heater, screen washers, one careful owner, small mileage, terms, exchanges—Rowland Smith, below:—

345 gns. Humber Hawk November, 1949, Mark III saloon, sliding head, leather, radio, heater, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube). Hampstead 0041. (C4018)

1955 Humber Hawk saloon, overdrive, low mileage, grey, blue trim, demonstration anywhere; £495. (C1068)

PASS & JOYCE, Ltd. 184, Great Portland St., W.1. W.L. Museum 1001. (C1068)

CAMDEN MOTORS, the limousine specialists, for Humber Pullmans see special display advert. page in this issue. (C1068)

1951 Humber Super Snipe, black, heater, carefully used; £375. —Campbell Symonds, Wembley 6222. (C1068)

CENTRAL GARAGE (Croydon) Ltd. offer:— 1951 (Dec.) 75 model Humber Super Snipe saloon, black with red leather, heater, radio. A good, roomy car in excellent cond.; £420. —Fell Road, Croydon, Surrey. Tel. Croydon 7464. (C1068)

1951 Humber Hawk saloon, black; £425. —Montros Motors (N. H. Bowes), 21-25, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C1068)

1955 Humber Hawk saloon de-lux, one owner, black, heater, distributor maintained and in

very good order throughout. 3 months' mechanical guarantee. Terms to suit and exchanges. —Coachcraft, Elm Rd., Evesham. Tel. 5538. (C1068)

## NUMBER

A. & S. LTD. have high grade Pullman and Imperial seven seaters. See under Limousines column. —Mayfair 2941. (C1068)

G. & M. ALFRED (1956) Ltd. 1951 Humber Imperial, 7 passenger, heater, radio, above average condition. —6-7, Warren St., W.L. Euston 3388. (C1068)

HUMBER Pullman limousine (1951), black, £950. —Stratford, 40, Berkley Street, W.L. (MAYFAIR 4406). (C1068)

1953 Humber Hawk saloon, 1 owner, exceptional condition; £450. —Salmons Garages, Ltd., Temple Bar 3228. (C1068)

1947 Humber sedan de ville 7-seater, with electric division coachwork by H. J. Mulliner, ideal hire car; this car is in superb condition throughout; original cost well over £2,000; now offered at £625; attractive hire purchase terms and 3 months' guarantee. —Jack Kempston, 27, Nightingale Lane, London, S.W.12. Battersea 1181. (C1068)

HEARSE, Hearse, Hearse. The new 27 h.p. o.h.v. l.w.b. chassis; brochure available. (C1068)

ALPE & SAUNDERS (Coachbuilders), Ltd. Station Approach, Kew Gardens, Richmond 1181. (C1068)

1955 Humber Super Snipe, black with beige interior, 1,100 miles, owner deceased; £1,100. —John Gray, 20, Hermitage Lane, N.W.3. Speedwell 1243. (C1068)

PULLMAN Humber, 1953, one private owner, black, superb condition throughout, nominal mileage; trial and inspection welcomed; £1,075; exchanges; —B. Ringle, 46, Warren St., W.L. Euston 3875. (C1068)

## JAGUAR

H. MELLYS, Ltd. ENGLAND'S Largest Jaguar Distributors, SELECTION of all models at attractive prices. DEVONSHIRE House, Piccadilly, W.1 (Ryde Park 5161).

MENY'S House, 283, Euston Rd., N.W.1 (Euston 6444).

DIXON'S at:— MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21282).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 777).

HOUNSLOW (Hounslow 5450).

FINCHLEY (Finchley 0061).

GREAT WESTERN MOTORS. OFFICIALLY appointed Jaguar dealers.

1955 Mark VII British racing green, green hide, overdrive, 7,000 miles, one owner; £1,250. (C1068)

1955 Mark VII pastel blue/blue hide, fitted overdrive and radio, one owner; £1,225. (C1068)

1955 Mark VII pearl grey, grey hide, radio; £1,175. (C1068)

1953 Jaguar VII black, tan hide, radio, moderate mileage, one owner; £795. (C1068)

1955 Mark VII British racing green, green hide, fitted radio, one owner; £715. (C1068)

1954 X120 drophead, beige, red hide, one owner, on exceptional car; £1,015. (C1068)

1956 Mark V Jaguar, green/green hide, radio, £465. THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4-6, Bishopsgate Rd., W.1. Ambassador 1061. (C1068)

H. C. PAUL, Ltd. 1955 Jaguar XK 120 Roadster, grey, mileage 600 only; £1,050. (C1068)

22, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. (C1068)

C.H.C. (Jaguar buyers) offer:—

M type, 1955, 7,000 miles only, immaculate condition throughout; £1,225. XK120 1951, a very good example indeed, a moderate mileage, only 6,000; £995. —Cartwright Hamilton Cars, Ltd., 283, Kensington High Street, W.14. Weston 0097. (C1068)

ROSE & YOUNG, Ltd. offer:—

1954 Jaguar XK 120 drophead coupe, special equipment model with wire wheels, one lady owner since new, fitted Michelin X tyres, low mileage, immaculate condition; £945. (C1068)

1955 Jaguar XK 120 fixed head coupe, special equipment model with wire wheels, 2 owners, immaculate condition; £995. (C1068)

1955 Jaguar Mark VII saloon, fitted radio, white wall tyres, mascot, etc., low mileage, one owner, car, birch grey; £795. (C1068)

65-66, Stornold Avenue, Streatham Hill, S.W.12 (1 minute Streatham Hill Station). Tulse Hill 6464. (C1068)

## USED CARS FOR SALE

## JAGUAR

GUY SALMON AUTOMOBILES, Ltd., offer:—  
1954 (model) Jaguar XK140 drophead coupe, unmarked condition throughout, has only covered 15,000 miles from new, radio, Ace rimballusters, twin spot lamps, original car still in excellent condition; £195.—Portsmouth Road, Thames Ditton, Emberbrook 5551/2/3. (C4001/1)

GUY SALMON AUTOMOBILES, Ltd., offer:—  
1955 Jaguar XK140 drophead coupe, 7,000 miles only, Michelin X tyres, Ace turbo discs, etc., taxed, immaculate condition; £1,395.—Portsmouth Rd., Thames Ditton, Emberbrook 5551/2/3. (C4001)

HENLYS offer with four months' guarantee:  
1954 Jaguar Mark VII saloon, heater, etc., black with red interior, one owner, a first class example; £995. (C4001)

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 8731. (C4001)

DUNCAN HAMILTON & CO. for Jaguars. Jaguar XK140 fixed head coupe, registered Sept. '54, black with red interior, twin exhausts, two owners, outstanding in all respects; £995.

Jaguar XK120 roadster 1952, two tone blue, 9.1 compression exhausts, etc., one owner; £645.—1955 (July) XK140 fixed head coupe, 7,000 miles, birch grey with biscuit interior, one owner, unmarked throughout; £1,485.—32, High Road, Bayswater, Hove 1101, by day and night. (C1018)

COOMBS & SONS (Guildford) Ltd., offer:—  
MID 1955 Jaguar Mark VII Series M, 10,000 miles only, British racing green/green upholst., overdrive, radio with rear speaker, tubeless tyres, spars unused, superb cond., factory maintained; £1,325.

LATE 1954 Jaguar Mark VII Series M, British racing green/green upholst., overdrive, etc., Michelin X tyres, moderate mige. 1 owner car, very good cond.; £1,195.

VERY late 1954 Jaguar Mark VII saloon, birch grey/red upholst., white wall tyres, moderate mige, excellent cond.; £895.

JAGUAR Mark VII saloon, black/red upholst., radio, 24,000 miles, truly immac. cond., excellent tyres, etc. £925.

1951 Jaguar XK-120 sports 2-seater, black/biscuit trim, fully modified engine, 1 owner, exceptional condition for this type of car; £665.

COOMBS & SONS (Guildford) Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62807-8. (C1057)

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers). (C4001)

HARD top S/E 140, late 1955, one owner, radio, 8.1 a/c, beautifully maintained.

£1,395. XK140 S/E, 1955, white/red, complete with removable hard top and sliding windows, unblemished.

£1,375. XK140 S/E, B.R.G., Pirelli tyres, unblemished.

1955. XK120, late 1954 drophead, grey/biscuit, wire wheels, dual exhausts, heater, radio, washers, passalamps, chrome rack, new hood, unblemished, low mileage, exceptionally fast.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Road, Kensington, London, S.W.1. Flaxman 0022/7255/7154. (C1046)

CHARLES FOLLETT, Ltd., Official Jaguar Agents, offer:—

1955 Jaguar M type, automatic gearbox, grey, radio, mileage 5,700 only, exhibition condition.

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnedale Yard, off Egin Avenue, W.3. Cunningham 5096. (C4010)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Jaguar M.S.; £465.—355, High Road, Wembley, Middx. Tel. WEMbley 4422.

1950 Jaguar Mk. V 2½-litre saloon, radio, heater, etc., moderate mileage, excellent condition; £485.

Exchanges considered.—Box 5588. (C4015)

1955 Jaguar Mark VII saloon, colour blue; £780.—Parsons and Parsons (Garages) Ltd., Potter St., Marlow, Potter Street 121. (C4028)

1954 series Jaguar XK120 hard top, 14,000, immaculate; £860.—Sidney Marcus, Ltd., 32, Sloane Street, S.W.1. Tel. Belgravia 3721. (C4004)

1951 Jaguar Mark V 2½-litre saloon, black with brown upholstery, in excellent condition throughout; £495.—Jack Smith, 22, Bruton Place, W.1. Mayfair 0951/2. (C4063)

1955 (September) Jaguar XK140, fixed head coupe, grey with red heater, radio and Servo brakes, 6,000 miles; £1,500.

L. F. WARD, Ltd., Grange Road Garage, Thornton Heath, Tel. THO. 5646. (C4043)

1954 Mk. VII saloon, black/red interior, company director's car, superb condition throughout; £995.—Robbins, East Putney. Tel. 7881. (C4010)

1954 XK120 drophead, 13,000 miles, one careful owner, black/red, unmarked. H.P., exchanges; £860.—142, Holland Avenue, Park 2826. (C4058)

1955 Mk. VII M type saloon, fitted overdrive, 7,000 miles only, grey and grey; £1,295.—Woking Motors (Maybury Hill) Ltd., Woking 4277-8. (C4067)

1954 Jaguar Mark VII saloon, radio, heater, etc., clean car.—Green and Sons, Ltd., 246-253, Deansgate, Manchester, 8. Tel. Deansgate 3228-4. (C4028)

## JAGUAR

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—  
1955 (reg. Dec. '54) XK140 open 2-seater, finished white, red leather, black hood, special equipment, chromium plated wire wheels, one owner, low mileage, as new throughout; £1,975. Maximum H.P. terms available. (C1001)

1947 Jaguar 1½-litre saloon, black and brown, one owner; £365.

1955 Jaguar 1½-litre saloon, £180. A really good motor car.—Bairdmore, 38, Queensway, W.2. Bayswater 0194. (C1018)

1945 Jaguar 2½-litre 1947 saloon, heater, exceptionally good mechanically, body and interior...many others.

BENMOTORS, 1, Clarence Road, W.11 (50 yds. Holland Park Tube). Park 5096-7 and Park 2971. (C1021)

SLOCOMBE, Ltd., son under Sports Cars. (C4017)

BEARTS, OF KINGSTON. Jaguar specialists, auto spares, repairs.—102, London Rd., Kingston. Tel. KING 5348. (C081/R)

1955 1½ 1947 Jaguar 1½-litre saloon, special equipment, heater, etc. Choice 2 also 1946 models available.

1955 1½ 1947 Jaguar Mark V convertible, full 5-seater drophead, coupe, excellent condition.

1955 1½ 1950 Jaguar Mark V de-luxe saloon, choice 2, both beautiful.

1955 1½ 1950 Jaguar Mark VII de-luxe saloon, only 2 owners, carefully used, choice also 2.

LAMBS of Wood Green (Established 1907), 100 guaranteed cars; exchanges; hire purchase.—421-425, High Road, Finchley. Finchley 6222. (C2062)

1955 Jaguar Mark VII radio, heater, superb condition; 2795.—Kirkdale Cars, Kirkdale, Sydenham. Tel. Sydenham 6128. (C0908)

1951 Mk. V Jaguar saloon, radio, heater, guaranteed; £480.—Oldfield, 386, Kensington High Street, W.14. WES. 6831. (C0202)

1955 series Jaguar Mark VII saloon, black/red leather, radio, one owner; £695.—Odeon Motors, Ltd., Barnett 1144. (C0203)

1954 (May) XK120 convertible, 15,000 miles, immaculate; £860.—Tolworth Motors, Ltd., Kingston by Park, Tolworth, Elmbridge 2284. (C4081)

1951 Jaguar Mark V drophead coupe, in black, red leather interior, fitted heater, beautiful condition; £625.—Hillwood Moors, Mill Hill (London) 4223. (C2088)

1955 Jaguar Mark VII type M saloon, hydromatic transmission, grey/red leather, radio, low mileage. One owner; £1,450.—Odeon Motors, Ltd., Barnett 1144. (C0208)

1949 Jaguar 2½-litre Mark V saloon, heater, extras, excellent condition, guaranteed; £425.—Palmers, 2, Russell Garden Mews, Kensington, W.14. Park 9704 and 5065. (C0904)

1949 Mark V Jaguar, engine just completely rebuilt and not yet used, whole car in spotless condition; £495.—Tel. Woking 4782 or 5655. (C1012)

1951 Jaguar Mark V saloon, grey, beautifully maintained; £555.—Coles Garages, Ltd., 42, Worple Rd., S.W.16. Wimbcombe 0196, and 23-14, Castle Parade, Ewell 2983. (C1054)

1949 Jaguar Mark V saloon, recent engine overhauled, heater, radio, 2 owners; £660.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.3. Tulse Hill 7106/6. (C4071)

1955 Jaguar Mk. VI, black, beige, wonderful condition; £765. Guarantees, terms, exchanges.—Swanmore Garage, Ltd., 1176-1180, Christchurch Road, Bonscombe, E., Bournemouth (Telephones 43344 and 43465 Southbourne). (C4024)

24 gns. Jaguar 1948 2½-litre saloon, sliding head, heater, heater, disc, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. (C4024)

J. H. BARTLETT: Jaguar 1955 late 140, hard top, 9,000 miles, overdrive, very extra; £1,425. Jaguar 1954 X120 drophead, one owner, superb car; £1,050. Jaguar 1951, exceptionally attractive; £995.—27, Pembroke Villas, W.11. (C1018)

1946 (July) 2½-litre special equipment saloon, black/brown hide, heater. This is an exceptionally fine car. Engine overhauled, including rebores and crankshaft reground 4,000 miles ago. Jaguar gear box 2,000 miles ago. New battery January, 1956. Recently had exchange shock absorbers, brakes relined, new swivel pins and bushings. Mileage stated to be 45,000, recorded 21,000. (C1008)

1955 (Apr.) Mark VII 'M', one owner, grey/grey hide, overdrive; £1,225.—J. Davy, Ltd., 180/4, Kensington High Street, W.8. Tel. WESTERN 7181. (C1069)

CAMDEN MOTORS, JAGUAR.

JAGUAR Mark V saloon, 1955, fitted heater, radio and discs, comprehensively overhauled Nov. last year. 6,000 miles only since major engine reconditioning; £495. Also an immaculate 1951 drophead coupe Mark V Jaguar in metallic grey.

JAGUAR Mark VII saloon, 1955 model, a most outstanding specimen in grey with red hide interior, heater, radio and windscreen wipers, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1058)

## JEEPS

JEEPS !!! Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., The Winchester 2055. (C1010)

£120 buys a special bargain.—See Metamor, famous for 13 conversions.—36a, Belize Lane, N.W.3. Hampstead 8231. (C087/R)

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4716/5545. (C080/R)

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchanges, plain engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1912/6550. (C088/R)

JENSEN

BROOKLANDS: WHOLESALE & RETAIL. NEW JENSEN '54' for demonstration, early delivery.

NEW Jensen Interceptor Cabriolet de-luxe.

CONFIDENTIAL Terms, Exchanges, 108, New Bond St., London, W.1. Mayfair 8851. (C1029)

## JOWETT

W.M. WELBECK MOTORS for Jowett.

1955 Javelin de-luxe saloon, suede, green with light brown hide, mileage 30,000 only, full series III engine, virtually as new; £185.

1955 Javelin standard saloon, black with brown leather, mileage 20,000, full series III engine, virtually as new; £175.

1955 Javelin de-luxe saloon, grey with red hide, full series III engine, new tyres, exceptional for its year; £145.

1949 Javelin saloon, finished in beige with beige leather, bargain at £235.

1955 Jupiter Mark IA, opening boot, ivory with red leather, H.M.V. radio, mileage 20,000 approximately; £250. Another at slightly higher.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Buntingsfield Lane, Harrow. Tel. 6225-6. (C013/R)

DICKES CAR SALES, Ltd.

1955 Jowett Javelin saloon, de-luxe, fitted heater, £495-500. (C1072)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1955 Jowett Javelin, £425-500, High Road, Wembley, Middx. Tel. WEMbley 4422. (C4015)

1955 Jowett Javelin, 1949, heater, leather, exceptionally well kept. Many others.

BENMOTORS, 1, Clarence Road, W.11 (50 yds. Holland Park Tube). Park 5096-7 and Park 2971. (C1017)

1949/50 Javelin saloon, 2 owners, guaranteed; £240. (C1017)

—Oldfield, 386, Kensington High Street, W.14. WES. 6831. (C0209)

1949 Javelin saloon, engine modified since run 8,000 miles, excellent condition.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Tel. 6106. (C4058)

1950 Jowett Javelin de-luxe saloon, black, brown leather, heater, immaculate car; £175.—Vare Motors, 472, Archway Rd., Highgate, N.8. Mountview 5000 and 5001. (C4074)

## LAGONDA

BROOKLANDS: WHOLESALE & RETAIL.

1954 Lagonda 2½-litre Tickford saloon, 9,000 miles.

NEW Lagonda 2½-litre Tickford saloon and coupe.

1955 series Lagonda 3½-litre fourseats Tickford drophead coupe, immaculate.

102, New Bond St., London, W.1. Mayfair 8851.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1956 (model) Lagonda 2½-litre fourseats drophead coupe, recent complete engine overhaul, good condition throughout; £795.—Portsmouth Road, Thames Ditton, Emberbrook 5551/3/8. (C4001)

1955 Lagonda V12, d.h.c., dark green, beige hood, new tyres; £295.

1954 Lagonda 2½-litre drophead coupe, blue with grey trimming, radio, heater, 15,000 miles, virtually as new; £1,250.

L. F. WARD, Ltd., Grange Road Garage, Thornton Heath, Tel. THO. 5846. (C4043)

1955 1959 Lagonda short chassis V12 sportsman's drophead coupe. The entire car is perfectly superb.

Mrs. Davies, Davies Motors, Ltd., have fitted a new engine during a recent overhaul, and it is run in and ready for years of magnificent motoring.

Beautiful grey cellulose and chrome, beige hood and cover, luxurious interior with light tan upholstery. Terms if required.

BOB GLYNN Sports Cars, 189, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4667. (C2098)

1950 2½-litre 'Lagonda' saloon, racing green, whole car in nice condition. £650.—Gibson "Treasures," Baldwin Hill, Loughton, Essex. Phone Loughton 729 (evenings only). (C2045)

## LANCHESTER

CASSE'S MOTOR MART

1953 (Nov.) Lanchester 14 saloon, fawn, heater, unblemished, one owner; £765. Written guarantee.

—5, Warren Street, W.1. Euston 4110. (C1040)

## USED CARS FOR SALE

## LANCHESTER

STRATSTONE, LTD. Lanchester Distributors. LANCHESTER 14 saloon (1939), fawn, green leather; £245.—Stratstone, 40, Berkeley Street, London, W.1. (MAYfair 4404). (C4022)

£125. Lanchester 10 saloon, fluid drive, delightfully original throughout. Very smart grey and black coachwork, good tyres, etc. Motors beautifully and is most economical. Taxed. Terms if required.

BOB GLYNN Sports Cars, 189, Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4867 (C2086). LANCHESTER 14, Nov., 1932, mileage under 30,000, in nice condition, grey/red leather. Serviced by us since new, one owner; £275.—Gear's Garage, Ltd., Charnock, Dorset. Phone 8. (2364)

## LANCIA

K.D.M. & CHERRINGTON, LTD. offer:—1955 Lancia gran turismo cream, 20,000 miles, taxed December; £220.

9, ALBERMARLE St., W.1. Tel. Grosvenor 5661. JOHN S. TRUSCOTT, LTD. for Lancia.

1938 Aprilia, one owner since new. Conveniently believed the finest example available. Exchange, deferred terms.

175, Westbourne Grove, W.1. BAYSWATER 4274. (C4035)

1931 model Aurelia pillarless saloon, colour grey; 1975—Joe Thompson Motors, Ltd., 61½ Fulham Road, South Kensington, S.W.3. Kensington 4886 (C4026)

MOSS (CAMBRIDGE), LTD. Lancia distributors for us have one or more small mileage cars for sale; Gran Turismo and saloons available for demonstration.—146, Hills Rd., Cambridge. Tel. 87315.

## LEA FRANCIS

CHARLES FOLLETT, LTD. Sole Distributors Lea Francis, London and Home Counties. offer:—1961 Lea Francis 14 h.p. sal., maroon, 1 owner, 20,000 miles, very genuine car; £455.

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnetdale Yard, off Elgin Avenue, W.9. Cunningham 5926. (C3010) 1960 (model) Lea-Francis saloon, heater, radio, exceptional car; £455.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (2086) 345 gns. Lea-Francis, 1949 model 14 h.p. Mark V streamlined sports saloon, leather, IRS, radio, heater, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1953 Lea-Francis 14-litre sports sal. (GFB model) one owner, low mileage, heater, black with brown leather. List price £100. Enthusiastically maintained car in first class order throughout. 3 months' mechanical guarantee. Terms to suit and exchanges—Coachcraft, Elm Road, Evesham. Tel. 6538. (C1093)

1950 24-litre Lea-Francis sports 2/4-seater, over 100 m.p.h., 26-28 m.p.g., black, red leather, heater, defroster, screenwash, H.M.V. radio, flame-thrower, foglamp, chrome luggage grid, etc.; £225 o.n.o.—Louch, 3, First Avenue, Trimley, Ipswich. (2707)

## MERCEDES-BENZ

CHIPSTEAD MOTORS LTD. offer:—200 S.L. August 1955, built to special order and finished in Alfa red. Extras include medium aero, giving approximately 150 mph and 18-20 m.p.g., radio, tailored apron covers, Bo. ch. flat beam front and rear lamps, husters, whole car indistinguishable from new and considered the most attractive S.L. in the country, just past by Mercedes. £575.

CHIPSTEAD MOTORS LTD., 187 Fulham Rd., Kensington, S.W.3. Flannan 0655-7249-7164.

ROSE & YOUNG LTD. offer:—1956 Mercedes-Benz 300 S.L. sports coupe 6-weeks-old, fixed extras, unmarked.

1956 Mercedes-Benz 300 S.L. sports coupe fitted knock-on wheels, one owner, excellent history, immaculate. £6-60. Sternhold Avenue, Streatham Hill, S.W.9. (one minute Streatham Hill Station). Tel. HAM 6466. 6182. (C3057)

BROOKLANDS: wholesale and retail.

1955 Mercedes 220 'A' saloon de luxe for delivery. 1955 Mercedes 220 'A' saloon de luxe, 9,000 miles, BUY or sell with confidence. Exchange.

108, New Bond Street, London, W.1. Mayfair 8851. (C1029)

TAYLOR & CRAWLEY offer:—1955 (Mar.) Mercedes-Benz type 300 S.L., 7,000 miles, beautiful condition. £3775.

1955 (Nov.) Mercedes-Benz type 300 S.L., 4,000 miles, latest brakes, quite immaculate. £3,875.

1954 Mercedes-Benz 300 saloon, immaculate condition throughout; fitted radio. £1,995.—Taylor and Crawley, 49a South Audley Street (entrance Adams Row), Mayfair, W.1. Geo. 8851. (C4056)

JOHN S. TRUSCOTT, LTD. for Mercedes-Benz.

ONLY the best examples are offered. Superb 1955 type 300 S.L. 5,000 miles only. Supplied and serviced exclusively by us. One nearly new 1956 type 220A. Also an exceptional 1951 type 170S saloon, left-hand drive. £675. Most new models for immediate or early delivery, including one at pre-Budget price. Our own demonstration cars are here for you to drive.

JOHN S. TRUSCOTT, LTD. for Mercedes-Benz, 179, Westbourne Grove, W.1. Bayswater 4274. (C4055)

## MERCEDES-BENZ

WOKING MOTORS, distributors Surrey, Sussex. NEW 1955 Mercedes 300 S.L. special lightweight body, racing cam, springs and shock absorber. Unique opportunity to acquire the only 300 S.L. available to this specification at this price.

1955 190 S.L. drophead coupe 1.h. drive, 2,000 miles, cost £3,000 at a considerably reduced figure.

1955 300 S.L., 5,500 miles only, to standard specification. £3,650.—Woking Motors (Maybury Hill), Ltd., Woking 4278-8. (C4067)

MODEL 170V. Drophead coupe, black, well maintained, very attractive car.

JACQUIER LTD., 225-7, Hammersmith Rd., London, W.8. Riverside 6677-8. (C2043)

1955 Mercedes-Benz type 220s saloon with sliding roof, 8,000 miles, maintained by us and in beautiful condition. £1,975.—Taylor & Crawley, Hyde Park Corner, 28, Sloane Crescent Mews, S.W.1. Sloane 5918. (C4056/1)

## MERURY

ON all matters of sales, spare parts and service, consult us, the sole concessionaires in the U.K.—Lincoln Carr, Ltd., Great West Road, Brentford. Tel. Ealing 4505-9.

(745/1)

## M.G.

PERFORMANCE CARS LTD. offer with three months' guarantee, an unparallelled selection of:—

M.G. 7, A works; mileage 1956, £915. M.G. T.F. one owner, 7,000 miles, 1954, £595.

M.G. TF bird grey, 1954 £585. M.G. TD 1250 c.c., new engine, 1955 £585.

M.G. TD 1250 c.c., hard top, 1958 £495. M.G. TD 1250 c.c., green, 1958 £475.

M.G. TD 1250 c.c., 2-seater, 1958 £485. M.G. TC 1250 c.c., new engine, 1947, £275. M.G. TC 1250 c.c., nice, 1947, £265.

M.G. TC 1250 c.c., radio, 1946, £275. M.G. TB 11 hp, green, 1959, £295.

M.G. TB 11 hp, black, 1959, £275. M.G. TA 10 hp, green, extras, 1958 £275.

M.G. TA 10 hp, maroon, 1957, £215. M.G. PA 8 tons, 1954 £215.

M.G. J2 8 hp, good condition 1953, £195. M.G. Lester 1467 c.c., Leyland 1952, £395.

M.G. V sports saloon, 1947 £355. M.G. 18 hp, 2-litre saloon, 1958 £195.

M.G. 18 hp 2-litre d/b, 1957 £125. M.G. 18 hp 2-litre, d/b, 1958 £95.

M.G. DA 14-litre, 1954 £295. M.G. VA 14-litre saloon, 1958 £275.

MOST important: spares available for all models, servicing, tuning; advice gladly given.

M.G.s urgently wanted: immediate h.p. and insurance, car and motor cycles taken in part exchange; showrooms open from 9 a.m. to 7 p.m. week-days and Saturdays; 11 a.m. to 4.30 p.m. Sundays; and illuminated at night.

PERFORMANCE CARS LTD., Brentford, Middlesex. Ealing 8841. (C3041)

CHARLES FOLLETT LTD. offer:—

1956 M.G. Magnette sal., colour maroon, 12,000 miles, one owner. Supplied new and regularly maintained by our Service Station, £285.

THREE months guarantee.

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6266.

SERVICE: Works and Stores: Barnetdale Yard, off Elgin Avenue, W.9. Cunningham 5926. (C3010)

ROSE & YOUNG LTD. offer:—

1954 M.G. TF sports 2-seater, 5,000 miles only, spare wheel, unmarked, finished in ivory with red leather. £565.

56-60, Sternhold Avenue, Streatham Hill, S.W.9. (one minute Streatham Hill Station). Tel. HAM 6464-6182. (C3057)

WARWICK WRIGHT LTD. offer:—

1954 M.G. Magnette saloon, grey with grey upholstery, 18,000 miles. £345.

WARWICK WRIGHT LTD., 150 New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON Automobiles Ltd. offer:—

1954 M.G. Magnette saloon, maroon, 11,000 miles, immaculate condition. £795.—Portsmouth Road, Thameyton, Embrook Brook 5511/3.

ACLAND & TABOR LTD., Welwyn By-Pass, Herts. Welwyn 4811/2/3. offer:—

1954 (Sept.) M.G. Magnette. Enriched British racing green, one owner, low mileage as new throughout. £795. Maximum h.p. terms available. (C1001)

PARADE MOTORS (MITCHAM) LTD. offer:—

1954 M.G. TD red with red upholstery, in really superb condition. £555.

1955 M.G. TD green with green upholstery, fitted full tonneau cover, heater, low mileage, spare unused. £495.

1955 M.G. TD black with beige upholstery, fitted full hood and tonneau cover, heater and twin spotlights. £485.

1951 M.G. TD green, 1100 c.c. ex-Dick Jacob car. This car suitable for competition, or road work. £495.

1954 M.G. TC red with beige upholstery, radio, luggage carrier, plastic hood, windscreen, 16 inch wheels. £595.

1948 M.G. TC black with beige upholstery, reconditioned engine, in really superb original condition. £585.

1957 M.G. TC green with beige upholstery, first-class condition. £585.

1958 M.G. TA red with red upholstery, specimen motor car. £355.

PARADE Motors (Mitcham) Ltd. 66-67 Monarch Parade, Mitcham. Tel. 3992. (C3058)

## MG

UNIVERSITY MOTORS, LTD., guaranteed cars always available.—80, Piccadilly W.1. Grosvenor 4141. (0396/R) 1955 M.G. Magnette saloon, 2,000 miles only. £275.—Ripco Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2952/8/4. (C3058)

1958 M.G. TA green and red, new hood and S.C.R.S. twin pass lights, windscreen horns mech. parl., good tyres; £320 one or exchange 1955-56 Volkswagen cash adjustment; photos for M.G. on req.—Derek J. Norris, 286, Lexley Road, Sheffield 6. (1958)

BEARTS OF KINGTON, M.G. specialists; sales spares repairs.—102, London Rd., King ton. Tel. Kin. 3348. (0883/R)

1958 M.G. TA is the cheapest 1958 (November) 2 litre saloon obtainable, excellent condition generally. £165. Space urgently required.—Edgar, 142a, Golders Green Road, N.W.1. Speedwell 0014. (C4004)

1956 M.G. A sports; green taxed; 400 miles, just as new; under list would consider exchange Brierley 89.—Glen View, Brierley, Tel. 3554. (2018)

TANKARD & SMITH LTD. offer 1954 M.G. Magnette black with green leather upholstery, one owner, low mileage, in excellent condition throughout. £775. Three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flamen 4861. (C4052)

Very specially built M.G. TC base second Le Mans 1950 re-built at Abingdon 1958. 100 mph plus in standard trim; superb line and beautifully maintained.—G. S. Hall Ltd., 308 King Street, Hammersmith, W.6. Riverside 2881. (C2100)

£395 1952 M.G. 1½ litre saloon, a very clean car; smart and fast.—Makin and Harrison Motors Ltd., 492-496, High Road, Chiswick, W.4. Chiswick 0555. (C3071)

WESSEX MOTORS, St. Cross Road, Winchester. (1954) (July) M.G. Magnette saloon, black with maroon leather, heater, wing mirrors, spot and pass lamps, etc.—Mr. Morrison, Winchester 5555. (C4087)

CLUBMAN AUTOS LTD. for M.G. Midgets.

1946 TC black two-seater sports, red leather, new hood, many extras, excellent condition. £330.

H.P. terms and exchanges.—138/142, High St., Tooting S.W.17. Balham 8484. (C1065)

495 gns. M.G. Midget late 1955 2-seater, grey, red leather, PVC hood, carefully used. Terms, exchanges.—Rowland Smith, below:—

395 gns. M.G. Midget November 1949, 2-seater, red leather, heater, luggage carrier, excellent condition. Choice of 7 midgets. Terms, exchanges list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

M.G. 1953 TD bored out, 1500 c.c., radio, heater, colour red. £485.

A.F.N. Ltd., Falcon Works, Isleworth, Tel. Hounslow 0011. (C3015)

1954 (June) M.G. Magnette saloon black red trim, demonstration anywhere. £765.

PASS & JOYCE LTD., 184 Great Portland Street, W.1. Museum 1001. (C3039)

£295 11/1 1950 M.G. TA sports 2-seater, not an ordinary one, but a beautiful spades vehicle, the finest we have had.

£285 11/1 1949 M.G. TC sports 2-seater, only two owners, small mileage, beautiful condition.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars, exchange, hire purchase.—421-423, High Road, Finchley. Finchley 5222. (C2032)

£195 1957 M.G. VA 1½ litre open sports, two seater, faultless runner, B.R.G. new hood, un worn tyres.

BRAY MOTORS, 180, West End Lane, N.W.8. Hax 6490.

1958 (Feb.) TD many extras. Very good in bodywork and mechanically. £485.—J. Davy Ltd., 183/4, Kensington High Street, W.8. WESTON 7181. (C1066)

1954 series TF sports, two owners 23,000 miles, black/brown leather, heater, tonneau cover, reverse light, special headlamp inserts; reconditioned engine fitted 300 miles ago. J. DAVY LTD., 180/4, Kensington High Street, W.8. WESTON 7181. (C1066/1)

£455. M.G. 1½ litre saloon 1951, finished in black with beige interior, fitted heater. A most attractive car.

EXCHANGE your car for the economical Renault. We offer our part exchange and h.p. facilities, phone or write to: Eric Hayes Ltd., 18, Bishops Bridge Road, W.2 (two mins. Paddington Station). Tel. Amb 8366. (C3053)

1958 M.G. TD 2-seater. £495.—Monroe Motors (N. H. Bowell), 91-95, Epping New Road, Epping, Essex. Tel. 1171-2. (C3058)

## MORGAN

PARADE MOTORS (Mitcham) Ltd. offer:—1957 Morgan 44, red, excellent chassis. £199. — Parade Motors (Mitcham) Ltd., 66-67, Monarch Parade, Mitcham. Tel. 3892. (C3036)

205 gns. Morgan 4/4 November 1946, dropped coupe, ivory, screen washers excellent condition; taxed; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

## MORRIS MINOR

H. A. SAUNDERS, LTD. offer:—1954 Morris Minor travellers car deluxe model, grey, red upholstery, heater. £555.

H. A. SAUNDERS, LTD., 888-849, High Road, North Finchley, N.13. Hillside 5273 (8 lines). (C3057)

HENDON CENTRAL GARAGE LTD. offer:—

1958 (July) Morris Minor travellers car de luxe, 4,500 miles only, condition as new. £595.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central N.W. 4. Hendon 8844-5. (C3054)

## USED CARS FOR SALE

## MORRIS MINOR

1955 Morris Minor 2-door de luxe saloon, grey; £585.—F. L. Crammors Ltd., Porters Bar 2040.

495 gns. Morris Minor late 1955 series II saloon, 5,000 miles; spare unused. Terms, exchanges.—Rowland Smith, below:

425 gns. Morris Minor 1953 series II saloon; one owner; spare unused. Terms, exchanges.—Rowland Smith below: 375 gns. Morris Minor 1953 convertible; mix green; excellent condition. Choice of 15 Minors. Terms exchanges. Est. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) H.A.P.T. 6041. (C4018)

1954 Morris Minor 4-door de luxe saloon; black; one owner; under 16,000 miles; with heater. £545.

1954 Morris Minor 2-door saloon; black; under 12,000 miles; one owner. £485.

1954 (October) Morris Minor 2-door saloon; black; under 14,000 miles. £475.

1955 Morris Minor 2-door saloon; black; one owner. £495.

1954 Morris Minor 4-door van; green; one owner. £350. ALL above with B.M.C. warranty.—Jarvis and Son, Ltd., Morden Road, Wimbledon, S.W.19. Library 8221. (C5086)

1955 Morris Minor saloon; colour black. £495.—Parsons and Parsons (Garages) Ltd., Porters Bar, Harlow, Potter Street 131. (C5088)

2425 Morris Minor 2-door saloon; one owner; heater; excellent throughout; many options (as above). (C5089)

BENMOTORS, 1, Charendon Road, W11 (50 yds. Holme Park Tube). Park 5066-7 and Park 3071. (C1017)

1955 Morris Minor 4-door saloon; heater; one owner; immaculate. £415.—Kirke's Cars Kirkdale, Sydenham, Tel. Sydenham 6128. (C5089)

1954 (Mar.) Minor 2-door traveller de luxe; two owners; 17,885 miles; grey/red leather; heater; over ridge; clock. £505. J. DAVY LTD., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1069)

1953 (Jan.) Minor 2-door saloon; two owners; grey/red vinyl; heater. £395.—J. Davy, Ltd., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1069/1)

1952 Morris Minor 2-door saloon; recent o.b. £425.—K. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C5090)

1954 Morris Minor traveller; fitted heater; low mileage; one owner. £325.—S. Bowen and Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1023)

1955 Morris Minor 2-door; clarendon grey; as new. £545.—Smith and Hunter, 376, Kensington High Street, W.14. WESTERN 2312. (C4019)

1955 Morris Minor 4-door saloon; heater; black; low mileage; guaranteed. £325.—Palmer, 9 Ruell Gardens Mews, Kensington, W.14. Park 3704 and 3988. (C5093)

1955 Minor 2-door de luxe; 5,000 miles; heater; one owner; immaculate. £385.—Tolworth Motors Ltd., Kingstone Bay-Pars, Tolworth, Elmbridge 2354. (C4061)

1952 Morris Minor 4-door saloon; colour green; in excellent condition; low mileage 8,000. £425.—John Whaley Ltd., London Road, Bishop's Stortford. Tel. 181-2. (C4051)

TANKARD & SMITH, LTD. offer 1952 (Dec.) Morris Minor 2-door saloon; grey with red upholstery; excellent condition throughout. £395. Three months' written guarantee.—194-196, Kings Rd. Chelsea, S.W.3. Flexman 4801. (C5095)

MORRIS Minor 1952 2-door model; black; low mileage; one owner. £420. Terms and exchanges.—West London Motors, 205/206, Fulham Palace Road, W.6. Ful. 0066. (C5095)

PRIDE & CLARKE, LTD. 1955 Morris Minor 4-door de luxe saloon; choice several from £499. 1953 heater. £420. 1954 convertible; 15,000 miles; heater. £450. —Stockwell Road, S.W.9. Brizion 6351. (C5088)

1954 Morris Minor convertible, green, with green upholstery, heater. 16,000 miles. £495. (C5088)

WARWICK WRIGHT LTD., 150 New Bond St., W.1. Mayfair 9761. (C4045)

1954 (Nov.) Morris 2-door saloon, choice of 2: £485 each; colour black; mileage 10-12,000; B.M.C. guarantee.—Lancaster Eng. Co. Ltd., 39-45, Eden St., Kingsgate, Kent, 8151-6. (C5046/R)

MORRIS SIX 1955 Morris Six saloon; in black; red leather upholstery; radio; heater; a superb car in spotless condition. £475.—Hillwood Motors, Mill Hill (London) 4233. (C4018)

MORRIS EIGHT

SIMPSON'S MOTORS (WEMBLEY) LTD., English Car Sales Division, offer.—1958 Morris 8 utility (choice of two). £55—355. High Road, Wembley, Middlesex. Tel. Wembley 4422. (C4018)

1956 (July) Morris 8 2-door saloon; black; seat covers; reconditioned engine 4/5,000 miles ago; out-standing condition.

J. DAVY LTD., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1069)

285 gns. Morris 8 1948 saloon; sliding head; leather; excellent condition. Terms, exchange.—Rowland Smith below:

145 gns. Morris 8 1958 tourer; excellent condition; choice of 6 Morris 8's. Terms, exchanges. Est. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) H.A.P.T. 6041.

MORRIS TEN

£295 Morris 10 de luxe saloon 1947; exceptionally good; original throughout; many others.—

BENMOTORS, 1, Charendon Road, W.11 (50 yds. Holme Park Tube). Park 5066-7 and Park 3071. (C1017)

1948 Morris 10 saloon; sun roof; black; excellent condition. £250.

1947 model Morris 10 saloon; sun roof; black; excellent condition. £285.—Saxtons Garage, Ltd., Temple Bar 3338. (C4029)

## MORRIS OXFORD

NEWNHAMS LTD.

1955 Morris Oxford saloon; excellent condition. £465. NEWNHAM HOUSE, 235-245, Hammerton Road, London, W.8. Riverside 4546 (9 lines). (C5024)

H. A. SAUNDERS, LTD. offer:

1955 Morris Oxford saloon; black; red upholstery; heater. £645.

H. A. SAUNDERS, LTD., 836-842, High Rd., North Finchley, N.12. Hillside 2272 (8 lines). (C5027)

GUY SALMON Automobiles Ltd. offer:

1958 (Oct.) Morris Oxford saloon; black/red interior; one owner; heater; 16,000 miles. £485.—Portsmouth Road Thames Ditton, Emberbrook 5551/9. (C4061)

1954 Morris Minor 2-door saloon; black; under 12,000 miles; one owner. £485.

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## USED CARS FOR SALE

## RILEY

**GORDON & GLYNN** (The Riley Centre). THE Specialists who buy and sell pre-war Riley only, offer the following selection from their stock:

1937 Kestrel 14-litre, £235.  
1938 Kestrel 24-litre, £235.  
1937 Lynx 14-litre 4-seater sports, £245.  
1936 Adelphi 14-litre, £235.  
1936 Merlin 14-litre, £155.  
1936 Special 9 h.p. 4-seater tourer, £135.  
1934 Kestrel 9 h.p., £155.  
1930 Tourer 9 h.p. 4-seater, £85.

H.P. terms and exchanges, immediate insurance. SPECIALIST repair service for Riley's only. **GORDON & GLYNN**, 79, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Square Tube). Sloane 8326. 1954 Pathfinder saloon in 1955 condition, 12,000 miles, many extras, including radio. Ripco condition. £950.

1955 Riley 14 saloon, radio, heater, washer, genuine 11,000 miles, one owner. Ripco condition. £975.—Ripco Ltd. (Rileys purchased), 16, Albermarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C2032)

**CLARKE & SIMPSON**, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Riley's in the country.

24-litre saloons.

C. & S. new Pathfinders, full range and special colours, immediate delivery.

C. & S. 1955 (January) Pathfinder, black/beige leather, one owner, 14,000 miles, £1,045.

C. & S. 1953 (August) silver streak/maroon leather, 26,000 miles, one owner, £795.

C. & S. 1953 (July) black/beige leather, heater, immaculate condition, £735.

C. & S. 1952 (March), Silver streak/maroon, 29,000 miles, washers, covers, £665.

C. & S. 1950 (January) duo green/green leather, thorough overhaul, taxed, £495.

C. & S. 1949 (January), sun bronze, heater, very complete overhaul, £445.

14-litre saloons.

C. & S. 1955 (January), black, maroon, biscuit leather, heater, 16,000, one owner, £945.

C. & S. 1953 (May), green/green leather, air conditioning, one owner, £745.

C. & S. 1950 (November), black/brown leather, 42,000 miles, heater, £245.

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson, 49, Sloane Sq., London, S.W.1. Sloane 4727. (C1048)

1953 (April) Riley 24-litre saloon, heater, green, beige trim, demonstration anywhere. £795.

**PASS & JOYCE** Ltd., 184, Gt. Portland St., W.1. Museum 1001. (C3039)

1953 Riley R.M.F. 24-litre saloon, black, brown leather, fitted radio and heater, one owner, £775.

1946 Riley 14-litre saloon, black, brown leather, nice condition, £385.—Gibson Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone: Highcliff 2275.

1949 24-litre, green, reconditioned engine, heater, £395; 1948 14-litre, black, excellent condition throughout, £395.

1952 14-litre special finish in red/ivory, loose covers, twin spotlights, wipers, beautifully maintained and equipped, specimen car, £625.

**L. F. WARD**, Ltd., Grange Road Garage, Thornton Heath, Tel. Tho. 5846. (C4043)

£555!!! 1951/2 Riley 24-litre saloon, beautiful, small mileage condition. This we mean. See it and you will buy it.

**LAMBS** of Wood Green (established 1897). 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley, Finchley 6222. (C2052)

1954 (Sept.) Pathfinder, 12,000 miles, sun roof, heater, whitewall tyres, one owner, immaculate, £950.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elthambridge 2254.

**HEARTS**, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (C4081)

0070/R ALLOW the official Riley dealers for the larger part of Warwickshire to know your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. (C4048/R)

365 gns. Riley 1947, 14-litre saloon, black, green leather, heater, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturday—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1948 Riley Pathfinder, colour green, with green upholstery, in excellent condition throughout, £950.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0881/2. (C4082)

£245. Adelphi 16/4, 1938, overdrive, built-in jacks, double servos, twin spots, fog, demister.—Wallingford 3002. (2967)

## ROLLS-ROYCE

**J** **JACK BARCLAY**, Ltd. EXCLUSIVELY for Rolls-Royce and Bentley. LARGEST official retailer in the world; please write for stock list.

**JACK BARCLAY**, Ltd., Berkeley Sq., May, 7444 (open until 7 p.m.). (C1082/R)

OWNER-DRIVER, Oct. 1937, Hooper 30 h.p. sports saloon, boot, mileage 62,000, black, one owner, exceptionally attractive lines, £945.

**JACK ALPE**, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103/1)

## ROLLS-ROYCE

**CAR MART**, Ltd. 1952 Rolls-Royce, silver wraith, James Young 4-light saloon, radio, heater, black and grey with grey upholstery, passed manufacturer, £3,950.

1938 Rolls-Royce 25/30 Barker 4-light saloon, sliding head, black and green, with green upholstery, £295.

**CAR MART** Ltd., Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly), Grosvenor 3434. (C1039)

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**RIPPON**.

**ROLLS-ROYCE**, Ltd., Huddersfield 7070 (10 lines):

also at **LEEDS**, Bradford, **Sheffield**.

**CHIPSTEAD MOTORS**, Ltd., offer:—

£445. 1935, 25 h.p. sports saloon, excellent condition, choice of two.

**COUPE** (Sedans), 1938, 30 h.p., most beautiful R.R. history available, radio, heater, sun-lamps, discs, bumpers, etc., owned by Royalty.

**CHIPSTEAD MOTORS** Ltd., 197, Fulham Rd., Kensington, London, S.W.3. **Flaxman** 0052/723/7154. (C1042)

**MANN EGERTON & CO**, Ltd.

1954 Rolls-Royce silver dawn, automatic gear saloon, veneer green with fawn leather upholstery, 21,000 miles.

1953 Rolls-Royce sports saloon by Freestone and Webb, black with blue leather upholstery, 14,000 miles.

**MANN EGERTON & CO**, Ltd., 14, Berkeley Street, W.1. Hyde Park 2072. (C2006)

**GUY SALMON AUTOMOBILES** Ltd., offer:—

1947 Rolls-Royce Phantom III, owner-driver sports saloon by H. J. Mulliner, most exceptional condition, £785.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. (C4001)

**CLARKES OF PIRBRIGHT**, Ltd.

OFFICIALLY appointed Rolls-Royce Retailers, offer:—

1954 (Oct.) Rolls-Royce silver dawn, 13,000 miles, finished in black pearl with grey leather upholstery, one private owner, £3,950.

**GUILDFORD ROAD**, Pirbright, Surrey. Brookwood 220/2.

**JACK OLDING & CO** (MOTORS), Ltd., offer:—

1953 Rolls-Royce "Silver Wraith" Park Ward touring saloon, shell grey and velvet green, grey hide, one owner, 18,500 miles, automatic, £5,350.

1947 Rolls-Royce "Silver Wraith", Freestone and Webb 2-door saloon, grey and blue, grey upholstery, one owner, 29,000 miles, £2,250.

**AUDLEY HOUSE**, North Audley St., W.1. Mayfair 5242. (C2030)

**LIMOUSINE**, 1951 Silver Wraith L.H.D. Rolls-Royce, with column gear change and Park Ward streamlined coachwork. Electric division, wide face forward occasional seats, cloth in rear compartment, lavishly equipped. Mileage only 15,800. Excellent condition throughout, one owner. Present list price £7,943-17-0, our price £3,250.

1954 (Oct.) M.G. Magnette saloon, one owner, 18,481 miles, £765.

**GEORGE NEWMAN & CO**, 369, Euston Rd., London, N.W.1. EUS 4468. (C2032)

**THE SOUTHERN MOTOR CO**, specialists in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £440/£600.

**WORKS**, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), Office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. (0354 1937) Phantom III. Black/white trim, two owners, radio, special luggage grid. Mulliner Sedanca de Ville. Low mileage. £750.

**J. DAVY LTD.**, 180/4, Kensington High St., W.8. WESTERN 7181. (C1068)

**ROLLS-ROYCE** 25/30, 1935, full razor edge saloon, by Freestone and Webb Ltd. just overhauled, £935; also 1937 25/30 H. J. Mulliner, £345; 1938 20/25 James Young, £665, all owner-driver saloons. Guaranteed terms, exchanges. Rolls-Royce dropheads and saloons wanted.

**SWANMORE GARAGE** Ltd., 1176-1180, Christchurch Rd., Howcombe E. Bournemouth. (Tel. 43344 and 43445 Southbourne).

£4024. (C4024)

**HERSES**, Herses, Herses. From £1,450 complete, brochure available.

**ALPE & SAUNDERS** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C1102)

**ROLLS-ROYCE** 25/30, 1935, full razor edge saloon, by Freestone and Webb, £385; and 1935 20/25 James Young, £665, all owner-driver saloons. Guaranteed terms, exchanges. Rolls-Royce dropheads and saloons wanted.

**CLAYTON CARS** (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 8184. (C1050)

**ROLLS-ROYCE** 20/25, owner-driver sports saloon, with coachwork by Hooper, with West of England cloth upholstery. Total mileage since new, 43,000. £575.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661/2. (C4082)

£475!!! Magnificent 3½-litre Rolls Bentley James Young coupe, ivory with new maroon hood, recent £100 engine overhaul, radio and heater, beautifully maintained throughout.—Broadway Motors, Hanworth Rd., Hounslow 0175/9309. (C1113)

£585. Rolls-Royce Phantom III, 1927, limousine by Barker. Division, occasional, privately owned and beautifully maintained.—Parkinsons Melville Garage Ltd., 100, Woodhouse St., Leeds 6. tel. 28228. (2811)

## ROLLS-ROYCE

**MASCOT MOTORS** Ltd., the firm with service after sales, offer the following:

1939 Wraith 7-seater by Windover, leather throughout, f.f. occasional, £1,350.

1938 30 h.p. Barker semi-razor edge sports saloon in black and grey, £895.

1937 30 h.p. Windover limousine, 68,000 miles only, £695.

1936 20 h.p. Arthur Mulliner, fixed head coupe, £700.

1935 25 h.p. Croall 2-door fixed head coupe in black and grey, £650.

1935 20/25 h.p. H. J. Mulliner sports saloon, with radio and heater, £650.

1933 20/25 h.p. Windover sports saloon, £400.

1927 20 h.p. with 1930 Southern Motors sports saloon body, £490.

AND many others undergoing reconditioning.

ALL cars guaranteed for three months. 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (C2007)

**CHARLES FOLLETT** Ltd., officially appointed Rolls-Royce and Bentley Retailers and Repairers, offer:—

1947 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, one owner, really exceptional condition and excellent record, £2,350.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266. (C2010)

**SERVICE**: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

1933 (Sept.) Rolls-Royce 25 h.p. 7-passenger limousine, black, face forward, division, very clean and ready for immediate use, £250. Terms.

**BRAY MOTORS**, 180, West End Lane, N.W.8 Ham. 6490. (C1024)

**WEYBRIDGE AUTOMOBILES** Ltd., official Rolls-Royce and Bentley Retailers, offer:—

1955 Rolls-Royce Silver Dawn saloon, one owner, 25,000 miles, silver and black, in perfect condition, £4,100.

1951 Rolls-Royce Silver Wraith Hooper touring limousine, black, one owner, 19,000 miles only, a beautifully kept car and quite unmarked, £3,950.

**WEYBRIDGE AUTOMOBILES** Ltd., Weybridge 233. (2900)

**JACQUIER** Ltd., offer 1939 registered February P.I.H.C. C.P. series, Gurney Nutting saloon. Electric division. Must be seen. £725.

1936 25/30 James Young saloon, drop division, excellent condition, £665.

1936 20/25 Gurney Nutting, owner driver saloon, with drop division; good history; £665.

1935 20/25 Windover, owner driver saloon, £345.

Several others in stock.

**JACQUIER** Ltd., 225/7, Hammersmith Rd., London, W.8. Tel. Riverside 6677/8. (C2043)

**LIMOUSINE**, 30 h.p., 1936, swept tail, forward occasional, leather throughout, excellent, £595.

**LIMOUSINE**, 25 h.p., 1934, Hooper, forward occasional, good chassis, excellent coachwork, £385.

**JACK ALPE LIMOUSINES**, 30, Oldbury Place, W.1. Welbeck 1124. (C1103)

**FOUR** Rolls-Royce, owner-driver, 20/25 saloons or 25/30 limousines. You might call to see the bargains we can offer you. Claude Burgoyne & Co. (est. over 50 years), St. Peters Rd., Hammersmith. Riverside 7644. (2905)

**A. & S. LTD.**, have high grade seven-passenger cars. See under Limousines column.—Mayfair 2941. (C1006)

**G. & M. ALFREDS** (1936) Ltd., 1935 Rolls-Royce 25 h.p. 7-seater, swept back, blue/blue leather, Limousine by Thrupp.—8-7, Warren St., W.1. Euston 3268. (C1005)

**EDWARDS & CO** (BOURNEMOUTH) Ltd., Bournemouth (Tel. 1273-3), officially appointed Rolls-Royce retailers and repairers, reliable used cars in stock.

1934 Rolls Park Ward, compact, attractive, good. £400.—Oliver, Tel. Peterborough 5915. (C932)

1938 25/30 Rolls-Royce Limousine 7-seater, face forward, privately owned and chauffeur maintained, really exceptional condition, cellulose unmarked, interior clean and mechanically excellent, colour black, leather front, Bedford cord back, £785. Written guarantee h.p. terms, part exchanges.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 8184. (C1050)

**ROLLS-ROYCE** 20/25, owner-driver sports saloon, with coachwork by Hooper, with West of England cloth upholstery. Total mileage since new, 43,000. £575.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661/2. (C4082)

£475!!! Magnificent 3½-litre Rolls Bentley James Young coupe, ivory with new maroon hood, recent £100 engine overhaul, radio and heater, beautifully maintained throughout.—Broadway Motors, Hanworth Rd., Hounslow 0175/9309. (C1113)

£585. Rolls-Royce Phantom III, 1927, limousine by Barker. Division, occasional, privately owned and beautifully maintained.—Parkinsons Melville Garage Ltd., 100, Woodhouse St., Leeds 6. tel. 28228. (C2015)

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£165!!! 1938 Rover 10 saloon, new tyres, reconditioned engine.

**A.Z. MOTORS**, Palmerston Rd., N.W.8. MAI 4723. (C1011)

## ROVER 18

1939 Rover 12, exceptional, new tyres, brakes re-lined, engine and steering overhauled; heater; bargain £250.—Write: 23, Howard Rd., New Malden, Surrey.

(2911)

1947 Rover 12 saloon, one owner, nominal mileage, excellent condition, inside and out, £350.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

## USED CARS FOR SALE

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1958 Rover 12. Good condition, well maintained. Many extras, radio, heater, converted headlamps. Hill 1280 (evenings 5511), 952, High Rd., North Finchley, £235. (2883)

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£385.1947 sports saloon, exceptional condition throughout, £385. Johnson and Brown, 268-270, High St., Bromley, Kent. Ravensbourne 8841-2. (C2073)

1937 ROVER 16 sports saloon, good condition, good tyres, £100.—Streetfield-Moore, Overton 202, Hants. (2868)

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H. C. PAUL Ltd. 1956 Model Rover 60 saloon, black/red, 2,000 miles, £135. (C3040)

PHILLIP RICKARDS Ltd., offer:—

1954 Rover 60 saloon, black/red, 12,000 miles, one owner. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.I. Tel. Grosvenor 4772/3. (C3051)

ROSE & YOUNG Ltd., offer:—

1956 Rover 60, saloon, 10,000 miles, fitted with overdrive, blue, £1,385.

65-69, Sternhead Avenue, Streatham Hill, S.W.3 (in min. Streatham Hill Station). Tulse Hill 6464-8182. (C3057)

GUY SALMON AUTOMOBILES Ltd., offer:—

1948 (Aug.) Rover 75 saloon, maroon, H.M.V. radio, exceptionally well maintained car, £450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. (C4001)

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1954 Rover 60 saloon, heater etc. Black with beige interior, one owner, very carefully used; £925.

1955 Rover 60 saloon, heater etc. Chassis undersigned, black with maroon interior, one owner. Superb throughout, £1,175.

HENLY'S Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (2895)

COOMBS & SONS, (GUILDFORD) Ltd., offer:—

1954 Rover 60 saloon, black/red upholstery, heater fog lamp etc., 18,000 miles only, spotless cond. £995.

1954 Rover 60 saloon, two-tone grey/green upholstery, heater etc., 19,000 miles, coachwork unmarked, £985.

COOMBES & SONS (GUILDFORD) Ltd., St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-8-9. (C1057)

H. M. BENTLEY & PARTNERS Ltd., offer:—

ROVER 90, 1954 (Sept.), duo grey, red leather, 4,500 miles, £1,050.

9, Albermarle St., W.1. Tel: Grosvenor 5551. (C2054)

1954 (May) Rover 90 saloon, black, green trim, as new, £1,195.

1954 Rover 60 saloon, black with red trim, demonstration anywhere, £925.

PASS & JOYCE Ltd., 184, Gt. Portland St., W.I. Museum 1001. (C3039)

1954 (Sept.) Rover 75 saloon, black, red leather, H.M.V. radio, loose covers, one owner, serviced exclusively by Rover, superb condition, £950. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.I. Bayswater 4724. (C4035)

£795!!! 1953 Rover 75 de luxe saloon, only one owner, 30,000 miles, but looks and runs like 5,000, specimen throughout.

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1950 October Rover P4 75 saloon, in black and red hide, most attractive inside and out. Accept £255. Barnett Rd., Wallington, Surrey. Wallington 6677-87. Burgh Heath 2276. (C3058)

595 gns. Rover 75, Dec. 1951, P4 de luxe saloon, leather, heater, one owner, exceptional. Terms. Exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 series Rover 75, black/blue, £960. — Odeon Motors Ltd. Barnett 1144. (C3026)

1954 (April) Rover 90 saloon, black/red, radio, rim-bellshers, mirrors, immaculate, £995. — Salmons Garages Ltd., Temple Bar 3338. (C4029)

1955 Rover 75, black, heater, radio, seat covers, spot lamps. Supplied and serviced by us since new.—Rover Distributors, Grosvenor Motors, Rhyl, N. Wales (929). (1778)

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1956 Rover model features 75 de luxe saloon. Mileage under 500, unblemished. £1,295.—L.M.B. Motors, 142, Malmesbury Park Road, Bournemouth. (C3090)

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1954 (April) 90 with sun roof, low mileage, heater, one owner, immaculate, £975.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1953 Rover 75 saloon, black, grey leather, loose

covers, twin spot lamps, heater, in exceptional condition throughout; 3 months guarantee; £785.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

1955 ROVER 90, duo grey, one owner, genuine, 6,000 miles, H.M.V. radio, Ripeco condition, £1,195.—Ripeco Ltd., (Rover Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-34. (C3052)

1953 Rover 75, one owner, black with grey leather, seat covers; guaranteed; £795.—Campbell Symonds, Perivale 4456. (C1037)

1954 Rover 90, 14,000 miles, black/red, one owner, £985.—Saul and Slatter, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1068. (C4002)

1950 (November) Rover, 75 P4 saloon, one owner, H.M.V. radio, heater, carefully used car in exceptional condition, £875.—Terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3028)

CENTRAL Garage (Croydon) Ltd., offer 1949 (Dec.) 50 model Rover 75 P4 saloon, finished black with red leather, heater, new engine just fitted, £595.—Fell Rd., Croydon, Surrey. Tel. Croydon 7404. (C1098/1)

CENTRAL Garage (Croydon) Ltd., offer 1949 (Dec.) Rover 90 saloon, finished in black with green leather, 11,000 miles, heater. This car has been very carefully used; £1,050.—Fell Rd., Croydon, Surrey. Tel. Croydon 7464. (C1098)

PRIDE & CLARKE Ltd., 1951 Rover 75 saloon. Ivory/red leather, one owner, good condition, £529. Stockwell Rd., S.W.9. Brixton 6251. (C3068)

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HARVEY HUDSON Ltd., the nation-wide Land Rover specialists, offer the following selection of late model Land Rovers. Six months guarantee, hire purchase.

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EVANS (WIMBLEDON) Ltd., offer a selection of high-grade used Land Rovers with 3 months' specific guarantee.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 01634. (1956/R) 1955 Land Rover, 8,000 miles, as new, £460.—Jones, Lennox St., Bognor Regis 2166. (2856)

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C.H.C. (SIMCA BUYERS) offer:—

1955 Simca Aronde, 9,000 miles only, finished in grey with red leather, a superbly maintained car in as new condition throughout, strongly recommended. £715.—Cartwright, Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 0207. (2859)

1956 Simca Elysee. Latest type, 50 m.p.h., 37 m.p.g. Roomy saloon that holds the road and behaves as a well bred sports car. Useful saving on list price.

ANTHONY CROOK, Simca Distributors, High St., Esher, Surrey. (C1063)

1955 (May) Aronde. Grey/blue leather, one owner, Motorola, radio, windscreen washer, wing mirrors.

Minor class example. Spare unused, 9,400 miles. £2683.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (C1063)

1955 Aronde, one owner, grey, 200 miles only, £775.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (1069/1)

## SIMCA

1955 Simca "Aronde" saloon, grey with red leather, whitewalls, wing-mirrors and wheel trims, 7,000 miles only. Supplied and maintained by us, (as new) £715.

THE FAIRWAY GARAGE, Simca Dealers, West St., Porchester, Hants. Cosham 78770. Open seven days a week.

IF YOU are looking for a Simca Aronde, think about this one. 1955 Cambridge blue, excellent condition. First reasonable offer accepted. Why not phone Southampton 28220 for further details. (2894)

1954 Simca, fitted with heater, in immaculate condition throughout, £550.—Scott Cars, 341/7, Finchley Road, Hampstead 7779, 8676. (C4016)

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TOM GARNER Ltd., offer:—

1955 Singer "Hunter" 1½-litre saloon, green/gunmetal, 8,000 miles, £665.

Tom Garner, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-67. (C2020)

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1947 Singer Sports, fitted twin carbs., £205.—S99-401 High Rd., Kilburn, N.W.6. MAI 6888/9. (C1072)

1955 (April) Singer Hunter, black/red leather, heater, gearchange, chromed embellishments, mascot, one owner, 3,900 miles, cost £895. Terms, exchanges.—Rowland Smith, below:—

1955 Singer 9, 1940 2/4 seater sports roadster, very good condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 8041. (C4018)

£195. Singer Le Mans 2-seater. This is the genuine Le Mans model and it is a real specimen in faultless condition throughout. Fitted twin S.U.'s and Scintilla mag., excellent hood and screens, good tyres, etc. Terms if required.

ROB GLYNN SPORTS CARS, 189, Pavilion Road, Sloane St., London, S.W.1 Tel. Sloane 4867. (C2096)

SINGER Super 10 saloon, 1946, fair condition; £185 o.n.o.—Box 6004. (1973)

1955 Singer Hunter, duo-tone silver and blue leather, mileage only 1,250 and still under makers' guarantee; virtually new car; £795.—Allens, Melbourne Rd., Wallington, Surrey. Wal. 1148. (1613)

SINGER Hunter de luxe, first reg. Jan. 1955, low mileage, really beautiful example, with many extras. Best offer over £675 (entailing a loss of £400) for quick sale.—John. 14, Wake Green Rd., Moseley, Birmingham. Sou. 2056. (2893)

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1955 Aston Martin 3-litre, this car is specially built regardless of cost and is at present in absolutely new condition; for further details, which are too numerous to mention here, please write, or telephone: Cartwright, Hamilton Cars, Ltd., 2nd, Kensington High St., W.14. Western 0207. (2861)

SLOCOMBE Ltd. for Sports Cars.

AUSTIN Healey 100, 1954 (August), heater, overdrive, twin spots, s/washers, one owner, £745. Doretti 1954 (August), low mileage, immaculate, one owner, £825. XK120 fixed head coupe, 1954, white, high compression, twin exhausts, etc., £985. XK120 fixed head coupe, 1953, black, radio, heater, one owner, £925. XK120 drop head coupe, white, immaculate, radio, heater, etc., £985. XK140 drop head coupe, 1956 model, 2,000 miles, £1,225. Triumph 2000 roadster, 1949, B.R.G., £450. TR2 1954, B.R.G., wire wheels, £745.

UNIQUE guarantee, terms, part exchanges, cars or motor cycles—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

PERFORMANCE CARS Ltd. select from their stock of over 200 guaranteed new and used cars:—

E. ALLARD 71 L 4-seater tourer, 1948, £275. A.C. 2½-litre saloon, 1950, £445.

R. ARMSTRONG SIDDELEY 16 h.p. Hurricane coupe, £325. Austin Sheerline sal. 1950, £395.

F. AUSTIN 10 Countryman, 1952, £425. Austin 8 saloon, 1946, £295.

O. AUSTIN 10 Cambridge, one owner, 1957, £165. Aston Martin 2-litre 2/4 str. 1938, £245.

R. ASTON MARTIN 1½-litre tourer, 1937, £245. Alvis speed 25 Charlesworth, 1938, £255.

M. ALVIS 4½-litre d/h four-seater, 1937, £195. Alvis 12/50, good runner, 1927, £59.

A. ALFA ROMEO 17/50 saloon, s/c. 1934, £155. Alfa Romeo 17/50 drophead, 1931, £145.

N. BENTLEY 4½-litre Park Ward, 1936, £365. Bentley 3½-litre saloon, 1935, £295.

C. BENTLEY 4½-litre saloon, specimen 1931, £195. Bentley 4½-litre drophead, 1928, £175.

E. BENTLEY 4½-litre tourer, 1931, £295. Bentley 3½-litre f/h coupe, 1924, £175.

C. B.S.A. SCOUT 2-seater, 1936, £95. Citroen light 15, 1950, £395.

A. CITROEN light 15, 1938, £105. Cooper-Bristol F11, B84, Mk. 11, 11, 11, £1085.

FORD Custom con. power hood, etc. 1949, £623. Ford Pilot sal. one owner, 1950, £425.

R. HUMBER SUPER SNIPE saloon, 1949, £295. Hudson Terraplane 12 h.p. saloon, 1939, £225.

Performance Cars Ltd., Great West Road, Brentford, Middlesex. Ealing 5841. (C3041)

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## SPORTS CARS

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 P. Jaguar 3½-litre saloon, 1947, £395. Jaguar 3½-litre saloon, 1947, £275.  
 E. Jaguar 3½-litre saloon, 1946, £245. Jaguar 2½-litre saloon, 1946, £225.  
 R. Lagonda V12 3½-litre fourse, 1939, £395. Lagonda V12 saloon, 1939, £405.  
 F. Lagonda 4½-litre LG45 saloon, 1937, £225. Lagonda LG45 saloon, 1937, £165.  
 O. Lagonda M45 saloon, good condition, 1934, £125.  
 Lotus Ford Mk. VIII, 1100 cc., cocktail, 1955, £625.  
 R. Lotus Ford 1100 cc. o.h.v. Mk. VI 1954, £545. Lotus Consul 1500 cc. Mk. VI, 1954, £595.  
 M. Morris ser. E. tourer, 1938, £195. Morris Minor o.h.v. convertible, 1953, £395.  
 A. Mercedes-Benz 500 saloon, 1936, £245. Riley 1½-litre saloon, 1940, £195.  
 N. Riley d/h fourse, 1934, £145. Standard 8 4-seater tourer, 1939, £145.  
 C. Triumph TR2, 1954, £625. Triumph TR2 overdrive, 1955, £725.  
 E. Fiat 500, new, £260. Renault, all models in stock, immediate delivery.  
 C. Trojan Personnel carrier, diesel, 12-seater, £790. Volkswagen standard sal., 1947, £225.  
 A. Immediate h.p. and insurance, cars and motor cycles taken in part exchange.  
 R. Showrooms open 9 a.m. to 7 p.m. weekdays and Saturdays; 11 a.m. to 4.40 p.m. Sundays, and illuminated at night.  
 S. Performance Care Ltd., Great West Road, Brentford, Middlesex. Ealing 8841. (C2041)

## STANDARD 8

GUY SALMON AUTOMOBILES Ltd., offer:-  
 1955 Standard 8 de luxe saloon, 8,000 miles, heater, faultless condition, £495.—Portsmouth Rd., Thanet's Ditton, Emberbrook 5551/2/3.  
 HENDON CENTRAL GARAGE Ltd., offer:-  
 1954 Standard 8 Saloon, low mileage, and in perfect order throughout, £415.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.1. Hendon 8084-5.  
 SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:-  
 1947 Standard 3 Saloon, £245—255, High Rd., Wembley, Middlesex. Tel. WEMBLEY 4422. (C4915)  
 265 gms. Standard 8 1954 model saloon, chromed radiator grille, hub plates, overriders, excellent condition. Teme exchanger—Rowland Smith, below.  
 215 gms. Standard 8 1947 saloon, sliding head, carefully used. Choice of 6 Standard 8's. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.  
 HERE is the cheapest drophead coupe, 1946 (Aug.), black, blue upholstery, £175.—H. A. Saunders, 144, Golders Green Rd., N.W.1. Speedwell 0011. (C4004)

G. & M. ALFRED'S (1936) Ltd., 1956 Standard 8 saloon, negligible mileage, £67. Warren St., W.1. Euston 3268. (C1003)

1955 March Standard 8 saloon, green, maroon interior, many extras including heater, etc., 9,000 miles, spare unused, superb condition, £450.—Robbins, East Putney, Tel. 7881. (C3010)

1939 Standard 8 h.p. saloon, engine overhauled, body and tyres very good, 40 m.p.g., reliable and economical car; £28 or £45 deposit and 21/7 a week for 12 months.—Apply Heathfield Garage, Heathfield Rd., S.W. 18. (1556)

1954 Standard 8, black with red tyan. Choice of 2, 7000 & 13,000. £425.—J. Davy, Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (C1069)  
 1955 (June) Standard 8 Family. Two owners, 9,000 miles. Salvador blue/red vinyl. Spare wheel unused. An opportunity to purchase an "as new" car for a saving of approx. £100 plus, £450.—J. Davy Ltd., 180/4, Kensington High Street, W.8. WESTERN 7181. (C1069/1)

1955 Standard 8 de-luxe, 2,500 miles, heater, leather, as new, £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

CARRS AUTO SALES, Standard Main Distributors, offer:-  
 1955 Standard 8 h.p. saloon, black, with red interior, one owner, £425. Also 1955 de luxe and Standard 10. All in distributors condition, from £270. STANDARD House, South End, Croydon. Tel. Croydon 0266. (C1103)

## STANDARD 10

1955 Standard 10 saloon, blue with red interior, fitted heater, one owner, £495. Putney 2770. (C3089)  
 1955 Standard 10 saloon, one owner. Colour blue, nominal mileage, heater, spare unused; £385.—L. F. Dove, Ltd., 69, The Broadway, Wimbledon, S.W.19. Tel. Liberty 3466-7. (C1077)  
 ALCAND & Tabor Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:-  
 1954 (Dec.) Standard 10, finished black, heater, low mileage, immaculate condition throughout, £510. Maximum H.P. terms available.  
 1955 Standard 10, finished blue, heater, one owner, low mileage, immaculate condition throughout, £395. Maximum H.P. terms available.  
 1955/6 Standard 10, "Companion", finished green, red upholstery, heater, one owner, as new throughout, £675. Maximum H.P. terms available. (C1001)

## STANDARD 10

SLOCOMBES Ltd., offer:-  
 1954 (November) Standard 10, grey, fine order throughout, £487-10-0. Unique guarantee, terms, part exchanges, cars or motor cycles.—38/52, Dudden Hill Lane, N.W.10. Willesden 4889. (C4017)  
 PHILIP RICKARDS Ltd., offer:-  
 1955 Standard 10 saloon, eiffi green, red leather, heater, taxed for the year, 3,500 miles only. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3050)  
 1955 Standard 10, radio, heater, many other extras, 7,600 miles, like new, £535. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinerton St., S.W.1. Belgrave 3711. (C3045)

495 gms. Standard 10, 1955 saloon, Salvador blue, one careful owner, exceptional. Terms, exchanges.—11, Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## STANDARD 14

1948 Standard 14 saloon, guaranteed, £260.—Oldfield, 386, Kendington High St., W.14. WES. 6631. (C3029)  
 256. Genuine opportunity, 1948, 14.—A.Z. Motors, Palmerston Rd., N.W.8. MAI 4723. (C1011)

## STANDARD 20

£175. 1946 Standard 20 saloon. Good condition, taxed and insured.—M. Broomfield, Naval College, Greenwich, S.E.10. (2871)

## STANDARD VANGUARD

CARRS AUTO SALES.  
 STANDARD Main Distributors, offer:-  
 1954 Vanguard saloon, 25,000 miles, comet blue, with red interior, fitted radio, overdrive and many other extras. This car is the property of one of our executives and has our complete works history £525. STANDARD House, South End, Croydon. Tel. Croydon 0266. (C1103)

HENLY'S offer with four months guarantee.  
 1954 Standard Vanguard saloon. Overdrive, heater, spot and fog lamps, etc. Black with grey interior, extremely well kept; £625.

HENLY'S Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721.  
 £498. Standard Vanguard estate car, 1951/2, one owner, in superb condition throughout, many others.

BEN-MOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube), Park 5066-7 and Park 2971. (C1017)

495 gms. Standard Vanguard, late 1953, phase II saloon, blue, heater, one careful owner, exceptional. Terms, exchanges.—Rowland Smith, below.—  
 425 gms. Standard Vanguard, December 1952 saloon, heater, heater, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below.—

325 gms. Standard Vanguard, November 1949, saloon, grey, very good condition. Terms, exchanges.—Rowland Smith, below.—  
 245 gms. Standard Vanguard 1949 export saloon, L.H. drive, radio, heater, one owner. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1952 Vanguard estate utility de luxe, heater, comet blue, one owner, bargain, £450.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. (C1047)

1954 Vanguard Phase II, dual colours, overdrive, one owner, radio, heater, £520.—Campbell Symonds, Perivale 4456. (C1087/1)

1952 Vanguard, one owner, black, leather, heater, only 25,000 miles, £475.—Campbell Symonds, Wembley 6262. (C1037)

1952 Vanguard, o/driver, heater, 1 owner, 18,000 miles, £435. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinerton St., S.W.1. Belgrave 3711. (C3045)

1956 Phase III Vanguard, dual colour, overdrive, extras, 1,000 miles, £850.—Aspell, 202, Coniscliffe Rd., Darlington. (2900)

1952 Standard Vanguard. Comet blue, heater, low mileage, white, exceptional, £435.—Coles Garages Ltd., 42, Worle Rd., S.W.19. Wimbleton 0185 and 13-14, Castle Parade, Ewell 2393. (C1084)

1952 Standard Vanguard saloon, radio, heater, unmarked, £465.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

## STUDEBAKER

1950-1 Studebaker Champion convertible, R.H.D. power top, radio, heater and overdrive, £750; 250; 2 tone colour.—Joe Thompson Motors Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4022)

## SUNBEAM

WARWICK WRIGHT Ltd., offer:-  
 1955 Sunbeam Mk. 3 (overdrive) saloon, black with red upholstery, radio, and heater, 7,000 miles, £1,175.

1954 Sunbeam Mk. 3 coupe, grey, with red upholstery, heater, 10,000 miles, £1,145.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

SUNBEAM, March 1955, beautifully kept, Iceland blue, red upholstery, overdrive, heater and many extras. Collected ex-works by present owner, £1,000. Telephone: Southend 49295. (C910)

1955 Sunbeam Mk. III saloon, 14,000 miles, one owner, as new. Ripeo condition, £285.—Ripco Ltd., (Sunbeam Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

## SUNBEAM

£325. 1948 S/Talbot, open 4-seater, new hood, smart, fast car, excellent order, terms.—Traynor Motors Ltd., Grangewood 2530/5884. (C4032)

TOM GARNER Ltd., offer:-  
 1956 Series Sunbeam Mk. III saloon, blue/grey, heater, overdrive, 2,000 miles only, £1,245.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

ROSE & YOUNG Ltd., offer:-  
 1955 Sunbeam drophead coupe, fitted radio, heater and overdrive, low mileage, one owner, immaculate condition. £225-65-89. Sternhold Avenue, Streatham Hill Hill, S.W.2. (1 min. Streatham Hill Stn.). Tulse Hill 6449 and 8182. (C3057)

1954 (Nov.) Sunbeam Mk. III saloon, metallic grey, overdrive, heater, rev. counter, loose covers, 18,000 miles, one owner, heater, rev. counter, loose covers; £295. Tel. Pot. 4938. (1222)

## SUNBEAM-ALPINE

B. HUNTER Ltd.,  
 1954 Sunbeam Alpine coupe, fitted extras, very fast, £855-22-26. Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

PEDIGREE CARS offer:-  
 1954 2-seater, Caribbean blue, beige, hide upholstery, revolution counter, H.M.V. press-button radio, heater, low mileage, £785.—340/2, Euston Rd., N.W.1. Euston 889. (C3083)

C.H.C. (Sunbeam Alpine buyers), offer:-  
 1954 series Alpine, mist, red leather, 17,000 miles only, complete with heater, badge bar, spot lights and tonneau cover, an excellent car, £785.—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 2027. (2962)

## SUNBEAM-TALBOT

CHIPSTEAD MOTORS Ltd., offer:-  
 MARIA IIIA 1954, blue mist/red, recorded mileage 20,000, heater, etc., unblemished throughout, £785. CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

CHARLES FOLLETT Ltd., offer:-  
 1953 Sunbeam Talbot, Mk. IIa 90 sal., blue, heater, speeds reading 17,000 miles, serviced, £775.

3 Month guarantee, H.P. facilities and part exchange.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6268. SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5938. (C2010)

TOM GARNER Ltd., offer:-  
 1954 Sunbeam-Talbot '90' Mk. IIa saloon, ivory, heater, radio, screenwash, 14,000 miles, £895.

1953 Sunbeam-Talbot '90' Mk. IIa saloon, Alpine Mist, heater, radio, nominal mileage, £745.

1950 Sunbeam-Talbot '80' Mk. I saloon, green, heater, radio, nominal mileage, £495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C20-20)

C.H.C. (SUNBEAM-TALBOT BUYERS) offer:-  
 1954 series saloon in gunmetal, with red leather, a low mileage, example, with heater, in excellent condition throughout. £765.—Cartwright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 0207. (2960)

PARADE MOTORS (MITCHAM) Ltd., offer:-  
 1954 Sunbeam-Talbot 4-seater sports tourer, gunmetal, excellent condition throughout, £245.

PARADE Motors (Mitcham) Ltd., 66/67, Monarch Parade, Mitcham, Tel. 3392. (C3038)

1954 Sunbeam-Talbot Mark 2A saloon, grey, red leather, heater, one owner, genuine 18,000 miles, as new, £775.

1954 Sunbeam-Talbot Mark 2, saloon, bronze, red leather, radio and heater, one owner, £585.

1951 Sunbeam-Talbot Mark 2 saloon, black, red leather, fitted £100 worth of extras, including radio and heater etc., £520.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Phone: Highcliff 2275. (2941)

£255!!! 1951/2 Sunbeam-Talbot Mark II, de luxe saloon, beautiful condition throughout, only one owner. Below.

£265!!! 1952/3 Sunbeam-Talbot Mark II de luxe saloon, undoubtedly the finest and most beautiful you can see. Bodywork virtually new, interior un-worn, chassis 100 per cent.

£455!!! 1950 Sunbeam-Talbot 90 sports saloon, only three owners, immaculate and in 1954 condition.

LAMB'S of Wood Green (established 1897), 100 guaranteed car, exchanges, hire purchase, 421-423, High Rd., Finchley, Finchley 6222. (C2032)

£695!!! 1953 Mark IIIA Sunbeam-Talbot 90 drop-head coupe, immaculately finished in metallic bronze with red leather upholstery, a genuine small-mileage car in faultless condition throughout. Interior leather upholstery is absolutely as new, having been protected by loose-covers fitted to the car when new.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1035)

1950 (Feb.) '90' saloon. Two owners, Alpine mist with brown leather, 55,000 miles. Sliding roof, fog light, demister, 1955 features. Arm rests on doors and in front. Bonnet louvres, re-con. engine, gearbox, brakes, 10,000 miles ago. £435.

J. DAVY, Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (C1068)

## USED CARS FOR SALE

## SUNBEAM-TALBOT

£295 Sunbeam-Talbot 2-litre, 14 h.p. sports saloon, 1947. Finished in pearl grey. EXCHANGE your car for the economical Renault. We offer our part exchange and H.P. facilities, phone or write to:—Eric Hayes Ltd., 13, Bishop's Bridge Road, W.2. (two mins. Paddington Stn.). Tel. Amb. 8286. (C2033)

265 gns. Sunbeam-Talbot 10, 1940 model sports saloon, black, sliding head, leather, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1948 Sunbeam-Talbot 2-litre saloon, black, reconditioned engine May 1955, good condition throughout. £250.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3338. (C1063)

£275 o.n.o. 1954 Sunbeam-Talbot 90 sports saloon. One owner, distributor maintained, very low mileage, practically as new., heater, cannot be faulted; 3 month mechanical guarantee. Terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. (C1063)

1950 Sunbeam-Talbot 90 saloon, heater, unmarked, £250.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.8. Tel. Colindale 3185. (C3095)

1952 '50' genuine low mileage car in immaculate condition. Only reason for sale owner bought Bristol. This is one of the nicest we have taken in part exchange.—Anthony Crook Motors Ltd., High Street, Esher, Surrey. Tel. 4580. (C1063)

1951 Sunbeam-Talbot 90 Mark II saloon, one owner, radio, heater, excellent throughout, £485. Terms, exchanges.—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. (C3045)

1951 Sunbeam-Talbot saloon, first-class condition, heater, has been carefully driven, 38,000 miles. £250. Tel. evenings Northwood 1335. (C1013)

1951 Sunbeam-Talbot saloon, black, heater, one owner, excellent cond., £485.—Ring CROYdon 2115. (C3581)

1950 Sunbeam-Talbot 90 green convertible, good condition, heater, taxed, reconditioned engine, perfect order; £490 o.n.o.—Box 0587. (C2699)

£525. 1951 Sunbeam-Talbot 90 saloon, black, beige interior, 28,000 miles, magnificent condition.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.S. Riverside 0012. (C2100)

## SWALLOW DORETTI

1955 Swallow Dorette, ice blue, mileage 3,900, identical to new, £225.—Weilbeck Motors Ltd., 107, Crawford St., London, W.1. (near Baker St. Station). Tel. Weilbeck 1126. (C4048)

SLOCOMBES Ltd. See under Sports Cars. (C4017)

## TALBOT

175 gns. Talbot 1936 3-litre de-luxe saloon, black, sliding head, grey leather, manual gearchange, radio, heater, good tyres, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## TRIUMPH

H.P.G.  
1949 Triumph Roadster. An exceptional car, reconditioned engine, cellulose champagne with scarlet p.v.c. hood and matching upholstery. In our care for servicing for last year. Beyond criticism, £465. 1955 TR2. One owner, 4,000 miles, finished British racing green with beige interior. Just like new. £755. Terms, exchanges. Highams Park Garage Ltd., Beverley Road, Highams Park, London, E4. Larkwood 7208, Sundays 2031.

NEWNHAM, Ltd.  
1952 Triumph Mayflower saloon. One owner. Excellent condition, £210.

NEWNHAM HOUSE, 235-245, Hammersmith Road, London, W.6. Riverside 4646 (9 lines). (C3024)

JACK ROSE, Ltd.  
1952 Triumph Renown saloon, immaculate inside and out, in green, £495. Also 1951 Renown in grey, most attractive, £245.—Stafford Rd., Wallington, Surrey. Wallington 6677; Burgh Heath 2378. (C3056)

DICKS CAR SALES, Ltd.  
1949 Triumph 2000 Roadster, fitted special hard top, £425-399-401, High Rd., Kilburn, N.W.5. MAI 6888/9. (C1072)

CHIPSTEAD MOTORS Ltd., offer:—  
TR2, March 1955, unblemished, neg. mileage, many extras, £755.

CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.8. Flaxman 0062/7253/7154. (C1046)

SLOCOMBES, Ltd. see under Sports Cars. (C4017)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—  
1949 Triumph Renown, immaculate, £365—355.

1949 High Road, Wembley, Middx. Tel: Wembley 4422. (C4015)

1953 Mayflower, heater, one careful user, guaranteed, £495.—Campbell Symonds, Wembley 5262. (C1037)

A.Z. MOTORS, offer: 1950 Renown, beautifully maintained vehicle, £425.—Palmerston Rd., N.W.8. MAI 4723. (C1011)

1951 (April) Triumph Renown saloon, overdrive, very clean grey, £535. Demonstration anywhere.

PASS & JOYCE, Ltd., 184, Great Portland St., W.1. Tel: 4723. (C3039)

## TRIUMPH

1950 (May) Triumph Renown "2000" saloon, blue, fawn leather, one owner, supplied and serviced by us, a really good example, £385. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Hayes 4247. (C4035)

1955 (Nov.) TR2. One owner, 7,000 miles, ivory/red, overdrive. A van saving on a brand new model—yet a car some three months old only.

J. DAVY Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (C1069)

1955 TR2, hard-top. Red with black top/red vinyl. A new car at saving of about £100 on to-day's list.

J. DAVY Ltd., 180/4, Kensington High St., W.8. WESTERN 7181. (C1069/1)

£485 (October) 1950 Renown saloon, black/beige hide interior, heater, wonderfully maintained and unmarked throughout.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2100)

1954 TR2 sports. One careful owner: colour ice blue, overdrive, spare unused, 15,000 miles. £725.—L. F. Dove, Ltd., 66, The Broadway, Wimbledon, S.W.19. Tel. Liberty 3456-7. (C1077)

1954 (Sept.) TR2, B.R.G., no competitions, £100 extras. G.B.G. hard-top, heater, radio, tubeless tyres, electric washers, radiator blind, chrome wing mirrors, stone guards. £690, no offers.—Box No. 0625. (C1011)

1954 (Sept.) TR2, B.R.G., no competitions, £100 extras. G.B.G. hard-top, heater, radio, tubeless tyres, electric washers, radiator blind, chrome wing mirrors, stone guards. £690, no offers.—Box No. 0625. (C1011)

1955 Triumph TR2 1955 super-sports 2-seater, BRG, heater, adjustable steering, one owner, exceptional. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1955 Triumph Renown saloon, spotless maroon finish with beige hide interior, a very carefully used car of moderate mileage. Also five Triumph Roadsters available, 1800/2000 models, 1946/1949, priced from £325.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for Catalogue. Showrooms open until 8 p.m. (C1038)

XXX 1953 (May) Triumph Mayflower saloon, black with red upholstery, loose covers and heater. A really immaculate and quite outstanding example, £485. Written guarantee. Terms, exchanges.—H. F. Edwards and Co., 184, Gt. Tichfield St., W.1. Langham 0012. (C2008)

1949 Triumph 2000 roadster coupe. Pale green, excellent runner, unworn tyres, £400, terms.

BRAY MOTORS, 180, West End Lane, N.W.8. Han. 6490.

G. & M. ALFREDS (1936) Ltd., 1949 Triumph 2000 coupe, extras, above average.—6-7, Warren St., W.1. Euston 3268. (C1005)

1951 Triumph Renown, fitted overdrive, radio, heater, many other extras, £445.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129. (C2068)

1952 (July) Mayflower saloon, black/brown, heater, leather, one owner, 26,000 miles, spotless; £420.—Friary Motors, Old Windsor, Windsor 2002 (0173/R).

PRIDE & CLARKE, Ltd., 1951 Triumph TR2, ivory/red leather, 10,000 miles, heater, H.M.V. radio, under-seat, £299.—Stockwell Rd., S.W.9. Brixton 6251. (C2010)

1955 Triumph TR2, green. Absolutely as new, 7,000 miles, very carefully driven, £715 or part exchange saloon car.—Jackson, Faringdon, Berks. 2237. (C2655)

1949 Triumph roadster, green, red leather upholstery, fitted heater. A superb sports model in fine condition. £445.—Hillwood Motors, Mill Hill (London) 4232. (C2064)

UTILITY CARS G. & M. ALFREDS (1936) Ltd., 1955 Bedford Estate car, unmarked throughout.—6-7, Warren St., W.1. Euston 3268. (C1005/2)

G. & M. ALFREDS (1936) Ltd., 1956 Standard Companion estate car, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005)

G. & M. ALFREDS (1936) Ltd., 1952 Standard estate car, heater, above average.—6-7, Warren St., W.1. Euston 3268. (C1005/1)

1955 Fordson 10 estate car, green with brown upholstery, six-seater, speedo reading 12,000 miles, superb condition, £465.

ELITE MOTORS (TOOTING) Ltd., 951/961, Garrett Lane, Tooting, S.W.17. BALham 1290 (50 lines). (C2005)

BUNTINGS MOTOR EXCHANGE for Utilities, all makes Bradford specialists. List on request.—Bonnefield Lane, Harrow. Tel: 6225-6. (C621/R)

1952 model Vauxhall Velox, low mileage, heater, one owner, £465.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129. (C2068)

1954 (March) Velox, black, heater, screenwasher, spotless cond., £535. H.P.—Manor Garage, Toton, Notts. Long Eaton 703. (C2930)

1953 (late) Velox, black, one owner, heater, radio, excellent condition, £510.—Wootton, 88, Dods Rd., Reigate. Phone: 5194. (C2920)

A.L. AT BROWNS. 1954 Vauxhall Velox saloon, black with red interior, heater, etc. £685.

W. J. BROWN, Ltd., 326, Finchley Rd., N.W.3. HAM 2284. (C1025)

PHILIP RICKARDS Ltd., offer:—

1954 Sept. Vauxhall Velox saloon, four screen, radio, heater, etc., 12,000 miles, 1 owner, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel: GROSvenor 4778/8. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1955 Vauxhall Velox saloon, grey with red upholstery, heater, 11,000 miles, £765.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

GUY SALMON AUTOMOBILES offer:—

1954 Vauxhall Velox, black/red upholstery, one owner, heater, immaculate, £595.—Portsmouth Rd., Thames Ditton, Emberbrook 5551/2/3. (C4001)

1955 (model) Vauxhall Velox, radio, heater, many extras, £525; 1954 Vauxhall Velox, low mileage, heater, as new, £615.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.8. Tel: Colindale 3185. (C3056)

## VAUXHALL WYVERN

D. J. HUNTER, Ltd.

1956 Vauxhall Wyvern saloon, very small mileage, £725.—22-26, Cricklewood Broadway, N.W.2. Glaz. 6303/4. (C3040)

GUY SALMON AUTOMOBILES, offer:—

1954 Vauxhall Wyvern, black/red interior, fitted heater and a host of extras, 1,200 miles only, indistinguishable from new. An opportunity to secure the latest model at a substantial saving; list price £825; now offered at £735. Portsmouth Rd., Thames Ditton, Emberbrook 5551/2/3. (C4001)

1949 (Sept.) Vauxhall Wyvern, one owner, black, £240.—Campbell Symonds, Ferriavale 4456. (C1037)

1953 Vauxhall Wyvern, heater, radio, and many extras, guaranteed, £550.—Campbell Symonds, Ferriavale 4456. (C1037/1)

£425 Vauxhall Wyvern E1X, 1952 model, finished in mid green with beige upholstery, one owner. EXCHANGE your car for the economical Renault. We offer our part exchange and H.P. facilities, phone or write to: Eric Hayes, Ltd., 13, Bishop's Bridge Road, W.2. (two mins. Paddington Station). Tel: Amb. 8286. (C2033)

A.Z. MOTORS offer 1956 Wyvern splendid condition, £385!!!—Palmerston Rd., N.W.8. Tel. Mai. 4723. (C1011)

1951 Vauxhall Wyvern. Quite exceptional order, £415.—Smith and Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

KENTISH & THOMSON Ltd., 1954 Vauxhall Wyvern, black, one owner, £555—564, Wickham Rd., Croydon. Springpark 3477. (C2047)

1954 Velox, choice of three, one owner each, guaranteed for 4 months, £275.—Campbell Symonds, Wembley 5262. (C1037)

1949 Wyvern saloon, one owner, superb condition, guaranteed, £330. Payments—Vaughan, 17, Antwood Mews, S.W.7. Tel. 1318. (C4078)

1951 Vauxhall Wyvern, low mileage, heater, £556.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.8. Tel. Colindale 3185. (C3095)

1955 Vauxhall Wyvern, low mileage, heater, £556.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.8. Tel. Colindale 3185. (C3095)

1955 Vauxhall Wyvern, saloon, black, £525. PARSONS and PARSONS (Garages) Ltd., Potter St., Harlow. Potter St. 121. (C2056)

1949 (May) 'L' type Wyvern saloon, black, grey interior, just fitted works reconditioned engine. One owner since new, £275.—Robbins, East Putney, Tel. 7881. (C2010)

1951 Vauxhall Wyvern, black with brown leather interior, heater, very good condition throughout, £385.—Garage Services Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

1952 Vauxhall Wyvern 1954 saloon. Metalline green, heater, good tyres, carefully used. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 Vauxhall Velox, superlative throughout, £535.—Smith and Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1952 model Vauxhall Velox, low mileage, heater, one owner, £465.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129. (C2068)

1954 (March) Velox, black, heater, screenwasher, spotless cond., £535. H.P.—Manor Garage, Toton, Notts. Long Eaton 703. (C2930)

1953 (late) Velox, black, one owner, heater, radio, excellent condition, £510.—Wootton, 88, Dods Rd., Reigate. Phone: 5194. (C2920)

A.L. AT BROWNS. 1954 Vauxhall Velox saloon, black with red interior, heater, etc. £685.

W. J. BROWN, Ltd., 326, Finchley Rd., N.W.3. HAM 2284. (C1025)

PHILIP RICKARDS Ltd., offer:—

1954 Sept. Vauxhall Velox saloon, four screen, radio, heater, etc., 12,000 miles, 1 owner, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel: GROSvenor 4778/8. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1955 Vauxhall Velox saloon, grey with red upholstery, heater, 11,000 miles, £765.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C1045)

GUY SALMON AUTOMOBILES offer:—

1954 Vauxhall Velox, black/red upholstery, one owner, heater, immaculate, £595.—Portsmouth Rd., Thames Ditton, Emberbrook 5551/2/3. (C4001)

1955 (model) Vauxhall Velox, radio, heater, many extras, £525; 1954 Vauxhall Velox, low mileage, heater, as new, £615.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.8. Tel: Colindale 3185. (C3056)

PRIDE & CLARKE Ltd. 1955 Vauxhall Velox saloon, 9,000 miles, heater, covers, £659. 1954, low mileage, heater, £529. 1953, heater, £499.—Stockwell Road, S.W.8. Brixton 6251. (C3056)



## USED CARS WANTED — SPARES &amp; SERVICE

## A.C. Cars Wanted

GATEHOUSE MOTORS will purchase all types of A.C. cars.—1 Hampstead Lane, N.6. Mountview 4444. (W2021)  
GOOD A.C. required immediately.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
RICHARDS & CARR, Ltd., the best Allard buyers.—35 Kinnerton St., S.W.1. Sloane 5428.  
ADLARDS MOTORS (Allard main distributors), buy or exchange Allard cars.—43 Acre Lane, S.W.2. Brixton 6431. (0146/R)  
CASH immediately for good Allard.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)  
ALLARD P.1 1950 or 1951 wanted for cash.—Particulars to Michaelson, 40 The Vale, London, N.W.11. Meadoway 3728. (1564)

## Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266, 13 Bishop's Bridge Rd., London, W.2. (W2033)  
GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gathouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (W2021)

## Alvis Spares and Service

SERVICE and spares for Alvis cars.—ALVIS, Ltd., Service Station, 832 Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. 'Grams: Alviscar Gold, London.  
AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. (S0391/R)

CHARLES FOLLETT, Ltd., Alvis Specialists. SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE parts.—SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (0591/R)  
MANCHESTER—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0653/R)  
KINGSTON-ON-THAMES—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. Kingston 2241. (S4053)  
LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080) and 176 Deansgate, Manchester, (Deansgate 4507). (0758/R)

## American Cars Wanted

ALEX COWLEY AUTOMOBILES, Ltd., England's most eager buyers of quality American automobiles; trade enquiries welcomed.—Euston 2563/1143. (W1111)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

## Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WILSONS, "The Enthusiastic Owner-Agent," want Armstrong.—Brixton 4011, or Epsom 3901. (W4085/R)

MARSTON MOTOR CO., Ltd., for you strong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0183/R)

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-185 Gloucester St., W.1. Museum 1001. (0835/R)

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd. ARMSTRONG SIDDELEY specialists complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hours.—Arcot Eng., Ltd., 169 Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. (0644/R)  
WILSONS, "The Enthusiastic Owner-Agent," are pleased to offer "Service that Excels."—34 Acre Lane, S.W.2. Brixton 4011, or 1-3 Dorking Rd., Epsom, Surrey. Epsom 3901. (S4085/R)  
PASS & JOYCE, Ltd., 27 Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. (0602/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431. (R0670/R)

## Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

J. H. BARTLETT will pay more for good Aston Martins.—27 Pembridge Villas, W.11. (W1013)

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (0788/R)

## Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! (0799/R)

## Austin A30 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382 Streatham High Rd., S.W.16. Streatham 0054. (0952/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CASH immediately for good Austin A30.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin Ten Cars Wanted

GARDNER & CO. (HENDON) will pay highest prices for good Austin 10.—Sunny Hill 3355 and 0030. (W2074)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A40 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16 Uxbridge Rd., Ealing, W.5. Ealing 6600. (0957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A50 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16 Uxbridge Rd., Ealing, W.5. Ealing 6600. (0957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A50 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (0958/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A70 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (0958/R)

CASH immediately for good Austin A70.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Austin A90 Cars Wanted

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297 Euston Rd., London, N.W.1. Euston 1212. (0352/R)

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297 Euston Rd., London, N.W.1. Euston 1212. (0352/R)

C M CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320 Euston Rd., London, N.W.1. Euston 1212. (0057/R)

## Austin A125 and A135 Cars Wanted

H. A. SAUNDERS require Princess and Sheerline saloons in part exchange for the new Princess models.—144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## Austin Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. (0598/R)

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. (0598/R)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. (0541/R)

## Austin Spares and Service

A FOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3-4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29 High St., S.W.19. Wim. 0123. (0414/R)

NORMAND, Ltd. MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9 King St., W.6. Riv. 3665. (0226)

THE CAR MART, Ltd. LONDON distributors—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500), and at 16 Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382 Streatham High Rd., S.W.16. (Streatham 0054); 163 Bromley Rd., Catford, S.E.6 (Hither Green 1001). (0160/R)

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)

AUSTIN, the main agents for spares, service and repairs.

TEL. LANCASTER ENGINEERING CO., LTD., 39-43 EDEN ST., KINGSTON-ON-THE-THAMES. KINGSTON 3151-60. (0916/R)

KINGSTON-ON-THE-THAMES.—Austin agents and specialists of sales and service.

G. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. KINGSTON 2241. (S4053)

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first—44-47 Newington Causeway, S.E.1. Hop. 2832/2820. (0729/R)

C. G. NORMAN & CO., authorised Austin main spare parts stockist, service, spare parts and replacement units.—50 Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. (1027/R)

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc. See for list.—Witham's, 18 Balham Hill, S.W.12. Battersea 3280/3760. (0488/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. (0399/R)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57 Acre Lane, S.W.2. Brixton 1155. (0184/R)

## Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

J. H. BARTLETT will pay more for good Austin-Healeys.—27 Pembridge Villas, W.11. (W1013)

CASH immediately for good Austin-Healey.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co. Ltd.; Le Mans tuning kits and high-compression pistons available.

SERVICE: Donald Healey Motor Co. Ltd., Warwick, London showroom: North Audley House, 42 North Audley St., W.1. (0208/R)

## Bentley Cars Wanted

C M CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150 Park Lane, W.1. Grosvenor 3434. (0958/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CASH immediately for good Bentley.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## USED CARS WANTED—SPARES AND SERVICE

## Bentley Cars Wanted

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369 Euston Rd., London, N.W.1. Euston 4466 (12 lines). (W3023) WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R) WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (0836/R)

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69 Westow St., Crystal Palace, S.E.19. Livingstone 3362. JACK OLDFING & Co. (MOTORS) Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. (W3030) DUNCAN HAMILTON & Co., urgently require modern low mileage Rolls-Bentleys standard steel, special bodies.—33 High Rd., Byfleet, Surrey. Byfleet 3101.

## Bentley Spares and Service

A SERVICE unequalled. OFFICIAL repairers Bentley cars. SERVICING or overhauls. COACHWORK renovations and accident repairs. SPARES, all models.—Tel. Flaxman 2223 (5 lines). JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R) CHARLES FOLLETT Ltd., officially appointed retailers and repairers. SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266. SPARE parts. SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0593/R) JACK OLDFING & Co. (MOTORS) Ltd., official Bentley/Rolls-Royce service, overhauls and renovations.—84-90 Holland Park Ave., Kensington, Park 5077. (S3030) ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 69 Westow St., Crystal Palace. Tel. Livingstone 3362. (0490/R)

## Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN (0827/R)

## Bristol Cars Wanted

J. H. BARTLETT will pay more for good Bristol.—27 Pembridge Villas, W.11. (W1013) ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R) CASH immediately for good Bristol.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

## B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. (0144/R)

## Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Londale Rd., Kilburn, N.W.6. Gladstone 7677. (0071/R)

## Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001) SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0303/R)

## Buick Spares and Service

BUICK sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

## Cadillac Cars Wanted

JOE THOMPSON (MOTORS) Ltd., require Cadillac.—91-95 Fulham Rd., S.W.3. Kensington 4858. (W4028)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0304/R)

EXCHANGE 4½-litre Bentley Park Ward sports saloon, September, 1937, two owners from new, radio/heater, excellent condition, and cash adjustment for Cadillac convertible; must be ohv engine, 1949-52 model preferred, saloon considered; trade offers solicited.—Contact.

PEACH STREET GARAGE, 25 Peach St., Moss Side, Manchester. Tel. Moss Side 3959. After business hours telephone R. H. Waudby at Stockport 3327.

## Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R)

## Chevrolet Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (1027/R)

## Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service.—H. & C. Concessions, Ltd., 13/14 Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (0677/R)

CHEVROLET.—Spares and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301 Norwich Rd., Ipswich. Tel. Grundisburgh 300. (0801/R)

## Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd. CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-63 Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (0643/R)

## Chrysler Spares and Service

AUTOSALES (LONDON), Ltd. CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65 Belsize Rd., N.W.6. Mai. 5555/2155. (0495/R)

## Citroen Cars Wanted

C.N.K. MOTORS are very good buyers of specimen Citroens.—353 Finchley Rd., N.W.3. Hampstead 5712. (W1052)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Citroen Spares and Service

SOUTH of the Thames. BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. (0187/R)

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4 Brompton Rd., S.W.3. Ken. 8464.

SPARES and Service: 137/143 High Rd., Chiswick, W.4 (Chis. 6159), and 47 Montrose Place, Halkin St., S.W.1. (Sloane 5490). (0727/R)

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, Swivel joints reconditioned 48 hrs.; all spares stocked. (0385/R)

## Daimler Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, nearly new Daimler saloon; details and price; distance no object.—Green & Zonia, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W2028)

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. (0445)

Daimler Spares and Service KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1 Weston Park, and 84 Eden St., Kingston. Kingston 2241. (S4053)

DAIMLER and Lanchester specialists—Debman Motors, 17 Atherton Mews, S.W.7. (0156/R)

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. (0688)

ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6525-4 and 4199. (0460)

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselect gear box exchanges and 48-hour repairs.—169 Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. (0236/R)

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81 Clapham Rd., S.W.9. Reliance 1647. (0666/R)

## Fiat Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. (0695/R)

## Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. (0632/R)

S. & S. MOTORS invite all clients to visit our new stores: London's largest Fiat stockists at 18 Leinster Terr., W.2. Tel. 6174. (0145/R)

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Ferriole 5651, and officially appointed distributors and dealers throughout the country. (0909/R)

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159 London Rd., Kingston 5621-2.

## Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars. Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS require Anglias and Populars in part exchange for new Austins.—144 Golders Green Rd., N.W.1. Speedwell 0011. (W4004)

## Ford Light Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066)

REQUIRED, low mileage Ford Prefect.—30 Ryecroft Rd., Tulse Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Consul Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department Hyde Park 4070. (W1066)

H. A. SAUNDERS require Consul in part exchange for a new Austin.—144 Golders Green Rd., N.W.1. Speedwell 0011. (W4004)

FORD Consul buyers—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W3018)

## Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Ford Spares and Service

NORMAND, Ltd. MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0228)

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18. MAIN Ford dealers. LARGE stock of genuine Ford parts. VANDYKE 7222 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares.

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66 High St., East Ham, E.6. Grangewood 1136. (0786/R)

## Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35 Kinerton St., S.W.1. Sloane 5424. (S3045)

J. H. BARTLETT will pay more for good Healeys, all models.—27 Pembridge Villas, W.11. (W1013)

HEALEY Silverstone, good condition; £300-£350.—Details to 44 Alleyn Rd., London, S.E.21. (1565)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## USED CARS WANTED—SPARES AND SERVICE

## Hillman Cars Wanted

**R**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
E.M.A. Ltd., Grove Rd., Southsea, Portsmouth. 2168. (0409/R)  
CASH immediately for good Hillman.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611.

## Hillman Spares and Service

**NORMAND LTD.**  
MODERN equipment handled by a skilled staff ensures good service.

**NORMAND Ltd.**, 405-9 King St., W.6. Riv. 3665. (0227)

## H.R.G. Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## H.R.G. Spares and Service

**CHARLES FOLLETT, Ltd.**, have a large stock of spares. SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

**SPARE parts.** SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

## Hudson Spares and Service

**MANCHESTER**—Hudson spares and repairers.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. (0861/R)

**HUDSON MOTORS, Ltd.**, Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd.

## Humber Cars Wanted

**R**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)  
CASH immediately for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611.

## Humber Spares and Service

**THE Humber specialists for all spares.**—Tel. Uplands 3637. See adv. under Parts and Accessories. (0398/R)

## Jaguar Cars Wanted

**MARSTON'S MOTOR Co., Ltd.**, for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (R)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**COOMBS & SONS (GUILDFORD), Ltd.** URGENTLY require Jaguars, very late models: offers appreciated.—Portsmouth Rd., Guildford. Tel. 6207. (0454/R)

**XK140** hard top, part exchange new A40 Countryman, works mileage, with cash adjustment.—Green (London) 1883. (1386)

**CASH** immediately for good Jaguar.—H. F. Edward, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W4001)

**PRIVATE** buyer wishes to purchase low mileage XK140 Jaguar, d.h.c. or Roadster, good price for immaculate car.—Box 6601. (1577)

**DUNCAN HAMILTON & Co.**, urgently require late model Jaguar cars of all descriptions, especially XK140s.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (W1061)

**WANTED.** Jaguar XK150 in exchange for r.h.d. Fleetwood convertible Cadillac 6-seater, numerous extras, really immaculate condition, or £750-66. Springfield Lane, Eccleston, St. Helens, Lancs. St. Helens 7810. (1585)

## Jaguar Spares and Service

**H**  
**HENLYS, Ltd.**, ENGLAND'S Largest Jaguar Service Station. GREAT West Rd., Brentford (Ealing 3477).

**SPARES** and replacement engines for all models from 1938.

**AND** at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

**QUICK** completion of repairs. (0683/R)

**PEERLESS MOTORS, Ltd.**, main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 23394. (0480/R)

**LANCASHIRE** specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (0480), and 176, Deansgate, Manchester (Deansgate 4507). (0799/R)

## Jeep Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Jeep Spares and Service

**JEEP** Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 30, Cadogan Lane, London, S.W.1. Sloane 5785, 4730, 4739. (S3066)

## Jowett Cars Wanted

**R**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Jowett Spares and Service

**JOEWETT CARS, Ltd.**

**SPARES**, reconditioned units and service facilities will continue to be available in your district: consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1851. Telegraphic: Jowcar, Batley.

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors.

**COMPLETE** spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0631/R)

**KINGSTON-ON-THAMES**—Jowett agents and specialists for sales and service.

**G. W. WILKIN, Ltd.**, 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. (S4053)

**BIRMINGHAM** agents, large stocks of spares.—Frank Moseley (A.S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0649)

**GORDON CARS (LONDON), Ltd.**, Specialist service al Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.1. Spe. 9761. (0133/R)

**JOWETT** Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1006/7553. (0504/R)

**BUNTINGS MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonniersfield Lane, Harrow. Tel. 6295-6. (0073/R)

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 0613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. (0759/R)

**GODFREYS, Ltd.**—Spares and service for Jowett and Bradford; specialists' repairs.—228-234, London Rd., Croydon (Croy. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.8 (Gul. 7761). (0463/R)

**Lagonda Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lagonda Spares and Service**

**DAVIES MOTORS, Ltd.** (Managing Director: J. E. Davies, 30 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. (0390/R)

**Lanchester Cars Wanted**

**LANCHESTER 10** wanted.—Gordon Wooderson, 48a, Drexsted Rd., S.W.16. Streatham 8838. (W4068)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lanchester Spares and Service**

**ARCOT ENGINEERING, Ltd.**—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3; Kensington 7301 and 7321. (0037/R)

**Lancia Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lancia Spares and Service**

**LANCIA (ENGLAND), Ltd.**—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Ferri 5690).

**Lea-Francis Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Lea-Francis Spares and Service**

**LEA-FRANCIS, Ltd.**—SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6004-5-6. (0889/R)

**SPARES and service.**—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 8. Tel. Dea. 4795-6. (0088/R)

**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 0608. OFFICIAL Lea-Francis London Service Station Works and Stores.—BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. (0505/R)

**Mercedes-Benz Spares and Service**

**MERCEDES-BENZ (GREAT BRITAIN) Ltd.** sales service and spares.—56, Camberwell New Rd., S.E.5. Tel. Reliance 7681. (0608/R)

**M.G. Cars Wanted**

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**M.G. Spares and Service**

**C.N.K. MOTOKS** urgently require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Rd., N.W.3. (W1068)

**W.H. HAMPTON** 6718. (W1068)

**CASH** immediately for good M.G.—H. F. Edwards, 156, Great Titchfield St., London, W.1. Tel. Langham 0018. (W3000)

**H. A. SAUNDERS** require post-war saloons in part exchange for the new Magnette.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

**WANTED**, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3265-6. (W3028)

**URGENTLY** required, 1947-55 M.G. saloon, and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffes 0727. (0674)

## M.G. Cars Wanted

**C.N.K. MOTOKS** urgently require M.G.s, particularly

**V.A., TA, TB and TC models.**—353, Finchley Rd., N.W.3. (W1068)

**N.W.3. HAMPTON** 6718. (W1068)

**CASH** immediately for good M.G.—H. F. Edwards, 156, Great Titchfield St., London, W.1. Tel. Langham 0018. (W3000)

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**WANTED**, nearly new M.G. Magnette, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3265-6. (W3028)

**URGENTLY** required, 1947-55 M.G. saloon, and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffes 0727. (0674)

## M.G. Spares and Service

**TOULMAN MOTORS**

**OFFICIAL stockists.**

**SPECIALIZE** in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1939 to 1953; exchange

**service** dynamo, starters, crankshafts with rods, gear

**boxes, brake shoes, vertical drives, V.D. sleeves,**

**rockers, rocker bushes, rocker shafts, valves, guides,**

**springs and gasket sets with full range of M.G. spares**

**always in stock; we specialize in racing spares;**

**write or tel.**

**TOULMIN MOTORS**, 345, Staines Rd., Hounslow, Middlesex. Tel. Houslow 2288 and 3486. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (049/R)

**UNIVERSITY MOTORS**, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4161. (0504/R)

**V. W. DERRINGTON, Ltd.**, for M.G. spares and

**replacement parts, new and used; valves, springs,**

**guides, gaskets, road springs; brake linings and**

**cables; Stage I, II and Laystall-Lucas cylinder heads;**

**new crankshafts, TA models; oil; petrol tanks, fold-**

**flat windscreen, silencers and exhaust systems; stamp**

**new list.—188-191, London Rd., Kingston 5001-8** (S107)

**M.G. spares, most parts in stock for all models 1939**

**onwards, including valves, guides, springs, rocker**

**bushes, shafts, etc.; replacement camshafts,**

**dynamos, leaf springs, wheels, hubs, vertical drive**

**assemblies, prompt postal service; c.o.d. and guaran-**

**teeed workmanship in all our repairs.—A. E. Witham,**

**Queen's Garage, Queen's Rd., Wimbledon (Station), S.W.19. Liberty 0063.** (0435/R)

## Morgan Cars Wanted

**SLOCOMBES, Ltd.**

**WE** urgently require Morgans of all models since

**1937.—Dudden Hill Lane, Willesden, N.W.10. Wil-**

**lesden 0609. Nearest Underground, Dollis Hill St.** (W4017)

**R**  
**ROWLAND SMITH'S, the Car Buyers.**—Highest cash

**prices for Morgans.**—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ALMOST** new Morgan Minor required immediately.

**—54, Streatham Hill, S.W.3. Tulse Hill 2676.** (W3016)

## Morgan Spares and Service

**MORGAN 4/4** official spare parts stockists, service

**and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733.** (0514/R)

## Morris Minor Cars Wanted

**R**  
**ROWLAND SMITH'S, the Car Buyers.**—Highest cash

**prices for Morris Minor.**—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**ALMOST** new Morris Minor required immediately.

**—54, Streatham Hill, S.W.3. Tulse Hill 2676.** (W3016)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash

**prices for Morris Oxford.**—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris Oxford Cars Wanted

**GARDNER & Co. (HENDON)**, will buy your Morris Oxford.—Sunny Hill 3889 and 0030. (W2074)

**ALMOST** new Morris Oxford required immediately.

**—54, Streatham Hill, S.W.3. Tulse Hill 2676.** (W3016)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash

**prices for Morris Oxford.**—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## Morris Miscellaneous Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash

**prices for Morris.**—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**MARSTON MOTOR Co.** for your Morris. Tel. Stat. 800. Seven Sister Rd., Tottenham, N.16. (0606/R)

## Morris Spares and Service

**MORRIS**, the official stockists, for spares, service

**and repairs.**

**TEL** Lankester Engineering Co., Ltd., 30-32, Eden St., Kingston-on-Thames. Kingston 3181-6. (0617/R)

**KINGSTON-ON-THAMES.**—Morris agents and speci-

**alists for sales and service.**

**G. W. WILKIN, Ltd.**, 1, Weston Park, and 84, Eden St., Kingston. Kingston 2261. (S4068)

## USED CARS WANTED—SPARES AND SERVICE

## Morris Spares and Service

MORRIS genuine spares and special service in the West End.  
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1888. (0345/R)  
R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for many a century; complete overhauls and coachwork our specialty; exchange engine units; spares and accessories.—Tel. 1101. (0345/R)

## Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. (0518/R)  
PRIDE & CLARKE, Ltd., Open stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 0251. (S2008/R)

## Packard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

JOE THOMPSON (MOTORS) Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. (W4028)

## Packard Spares and Service

JOE THOMPSON (MOTORS) Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (S4028)

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0190/R)

## Renault Spares and Service

GLANVILLE LAWRENCE, 2-10, City Rd., Cardiff. Renault distributions.—East Glamorgan—spares and service.—Tel. 30531. (0011/R)

## Pontiac Spares and Service

FOR Pontiac spares and Pontiac service. U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7754-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0017/R)

## Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Purchase all models.

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GOOD Railton required immediately.—G. Edwards, Amenny Lane, Harpenden, Herts. Harpenden 118. (W3000)

## Riley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1958 1½-litre wanted.—Elliott of Bideford. (Tel. 744). (W3008)

ALMOST new Riley required immediately.—S. Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

CASH immediately for good Riley.—H. F. Edwards, Langham 0012. (W2005)

YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Sloane 477. (W1048)

WANTED, nearly new Riley 1½-2½-litre, distance no object.—Green & Zonis, 346-352, Deansgate, Manchester, 3. Tel. 3335-6. (W3008)

## Riley Spares and Service

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346. (0079/R)

HARTLEY'S for Riley's, spares and service.—165-172, Stansted Rd., Forest Hill, S.E.3. Forest Hill 2344-5. (0246/R)

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7301. (0238/R)

J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0083/R)

RILEY distributors for 35 years—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (0089/R)

## Rolls-Royce Cars Wanted

C. M. CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 130, Park Lane, W.1 (Corner of Piccadilly). Gro. 5834. (0070/R)

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—300, Euston Rd., London, N.W.1. Euston 4468 (18 lines). (W3023)

CASH immediately for good Rolls-Royce.—H. F. Edwards, 18-34, Upper High St., Epsom, Surrey. Tel. Epsom 6011. (W2001)

## Rolls-Royce Cars Wanted

DUNCAN HAMILTON & Co., urgently require Rolls-Royces of all descriptions. 33, High Rd., Byfleet. Byfleet 3101 by day and night. (W1097)

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0345/R)

## Rolls-Royce Spares and Service

A. SERVICE unequalled  
OFFICIAL repairers Rolls-Royce cars.  
SERVICING or overhauls.

COACHWORK renovations and accident repairs.  
SPARES all models.—Tel. Flaxman 3223 (5 lines).

JACK BARCLAY (SERVICE) Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1088/R)

CHARLES FOLLETT, Ltd., officially appointed re

tailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 0006.

SHOW PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5036-7-8. (0614/R)

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—50-60, Holland Park Ave., Kensington. Park 5077. (S2030)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines

guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

Rover (50, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD) Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0243/R)

## Land-Rover Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers, country enquires welcome.—High Rd., South Woodford, London, E.19. Wanstead 0006. (W3039)

Rover Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

WANTED, nearly new Rover, distance no object; details and price.—Green & Zonis, Ltd., 346-352, Deansgate, Manchester, 3. Tel. Deansgate 3335-6.

CASH immediately for good Rover.—H. F. Edwards, 144, Great Titchfield St., London, W.1. Tel. Langham 0012. (W3003)

## Rover Garages and Service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1233. Main Rover dealers for Croydon.

K. J. MOTORS, Ltd., agents reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3486. (0638/R)

GULLIVER ENGINE SERVICE.—Rover 13 and 14hp reconditioned exchange engines.—80, Highgate Rd., W.9. Gulliver 4004. (0562/R)

EVANS (WIMBLEDON) Ltd., area dealers for Wimbledone and district.—31, Alexandra Rd., Wimbledone, Tel. 0169-445. (0147/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0047/R)

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheatam Hill Rd., Manchester, 8. Tel. Blackfriars 2308. (0560/R)

## Singer Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS require SM1600 saloons in part exchange for new Austin.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8890. (0754/R)

ALLIES OF BRISTOL.—Singer distributors for

Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkley Sq., Bristol. Tel. 29514. (0225/R)

SINGER spares.—The London distributor gives the best service from the largest stocks in Southern England.—Gordon Care (London), Ltd., St. Albans Lane, Golders Green, N.W.11. Speedwell 4701. (0002/R)

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (0002), and 176, Deansgate, Manchester. (Deansgate 2027). (10740/R)

## Sports Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 82-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. (W3014)

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8891. (0755/R)

## Standard 8 Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1954-5 Standard 8 required for cash.—S. H. Goddard, Goddard's Stores, Box Hill Rd., Box Hill, Tadworth, Surrey. (1956)

## Standard 10 Cars Wanted

LOW mileage 10 wanted urgently. Cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (W1094)

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1954-5 Standard 10 required for cash.—S. H. Goddard, Goddard's Stores, Box Hill Rd., Box Hill, Tadworth, Surrey. (1956)

## Standard Vanguard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ALMOST new Standard Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0181/R)

CASH immediately for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epson 6011. (W2001)

## Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. (0001/R)

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0039/R)

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recirculising.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 3891. (0233/R)

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders despatched immediately.—39-49, Eden St., Kingston, Kin. 3151-6. (0366/R)

MARGATE, Kent.—Service and spares for all models.

—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. (0000/R)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regent's Park Rd., Church End, Finchley. Finchley 3906-9. (0005/R)

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. (0763/R)

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R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6401. (W4018/R)

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots—35, Kinnerton St., S.W.1. Sloane 5424. (W3045)

ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2008)

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandky 1812. (0006/R)

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.37. Gipsy Hill 0139. (0003/R)

Triumph Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

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FOR your immediate purchase of your Triumph TR2.  
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N.W.2. Tel. Gladstone 6303. (W4046)  
J. H. BARTLETT will pay more for good TR2  
Triumphs—37, Fembury Villas, W.11. (W1013)  
ALMOST new Triumph required immediately—54,  
Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)  
MARSTON MOTORS Co., Ltd. for your Triumph—  
Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15.  
(0182/R)

## Triumph Spares and Service

TRIUMPH distributors for spares, service and  
repairs.  
TEL. Lankester Engineering Co., Ltd., 39-49, Eden  
St., Kingston-on-Thames. Kingston 3151-6. (0918/R)  
BASIL ROY, Ltd., Triumph spares stockists, pre-war  
models—161, Great Portland St., London, W.1.  
Lan. 7738. (0145/R)  
LARGE stockists of Triumph spares and replacement  
units—John Kaye (Leeds), Ltd., New York Rd.,  
Leeds, 2. Tel. 32439. (0902/R)  
TRIUMPH spares for all post-war models; largest  
provincial stockists—Hollingdrake Automobile Co.,  
Ltd., Stockport (Tel. 4464), and Prince's Drive, Col-  
wyn Bay (Tel. 3388). (0365/R)

## Utility Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash  
prices for Utilities—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)  
BEDFORD Dormobile by Martin Walter wanted.—  
Motorists (London), Ltd., Great North Rd., East  
Finchley Station, N.E. Tudor 2501-8. (W3016)  
ROYS always good buyers of vans and utilities.—  
127, Parkway, N.W.1 (nearest Tube Camden Town  
Station). Euston 2700 and 8864. (W3059)

## Vauxhall Wyvern Cars Wanted

ALMOST new Vauxhall Wyvern required immediately.—  
54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## Vauxhall Velox Cars Wanted

ALMOST new Vauxhall Velox required immediately.—  
54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## Vauxhall Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash  
prices for Vauxhall—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)

S SHAW & KILBURN, Vauxhall main dealers.  
WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4308. (0018/R)  
G.N., Ltd. (Vauxhall main dealers).

HAVE you a post-war Vauxhall for sale? Contact  
G.N., Ltd., 26C, Balham High Road, S.W.17. Tel.  
Balham 1033. (0201/R)

VAUXHALL cars, post-war models, urgently required.—  
Golly's Garage, Ltd., Earls Court Rd., S.W.5.  
Fremantle 0373. (0175/R)

URGENTLY required, post- and pre-war Vauxhalls;  
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Vauxhall main dealers, 466-490, Edgware Rd., London,  
W.2. Call, write or tel. Paddington 0023. (W2032/R)

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BEDFORD House, 380-388, London Rd., Croydon. Tel.  
Thornton Heath 3376 (14 lines). (0305/R)  
K. J. MOTORS, Ltd., spares, accessories, recon-  
ditioned units; Perkins diesels.—Bromley. Rav.  
3456. (0398)

VAUXHALLS.—Reconditioned service units available  
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PCL models; gear boxes, suspension units, steering  
gears, differentials, rear axle assy., water pumps, oil  
pumps, springs, clutch pressure plates, brakes, etc.,  
etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon  
7608-6. (0964/R)

## Volkswagen Cars Wanted

RICHARDS & CARR, Ltd., buy Volkswagen—55,  
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THE Volkswagen Centre require good Volkswagen  
cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel.  
2361. (0600/R)

V. & F. MONACO MOTORS.—The Volkswagen  
buyers, 6, Astwood Mews, Courtfield Rd., S.W.7  
(near Gloucester Road Station). Fremantle 4414.  
(0900/R)

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V. W. MOTORS, Ltd.  
GENUINE spare parts may now be obtained from  
sole concessionaires, 388, Plaistow Rd., London, E.15  
(Adjoining Plaistow Station, District Line). Tel.  
Maryland 7651/5. (0647)

C. COLBORNE GARAGE, Ltd., Ripley, Surrey.  
GENUINE Volkswagen spares; 24-hour postal service;  
technical service available.—Tel. Ripley 2361.

EUROPEAN CARS, Ltd., Volkswagen Distributors.  
NOW offer increased service facilities in their newly  
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SPECIALISED repairs on Volkswagen by factory  
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LARGE new spare parts stores fully stocked.  
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V. & F. MONACO MOTORS.—Service and repairs  
by factory trained mechanics; spares, reconditioned  
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stocked.

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Gloucester Rd. Station). Fremantle 4414. (0903/R)

REPAIRS (supervision Mr. Tarrant, diploma VW  
works); 17 express twin carburetor installation  
giving astonishing acceleration, 236 (trade discount);  
seat covers, 25; cars bought, sold.—Tarrant & Frazer,  
10, Winchester Mews, N.W.3. Fri. 2647. (S4100)

YOU could do better than secure immediate delivery  
of your new Austin model A30 Westminster, A30 or  
A50 Cambridge, A40 or A30 Countryman, A50 2-door  
or 4-door saloons, current market value for your  
present car subject to inspection. Please ask for list.

## Wolseley Cars Wanted

R S ROWLAND SMITH'S, the Car Buyers.—Highest cash  
prices for Wolseley.—Hampstead (Tube), N.W.3.  
Ham. 6041. (W4018/R)  
ALMOST new Wolseley required immediately—54,  
Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## Wolseley Spares and Service

W. JACOBS & SON.  
We specialize in spares and repairs of all models of  
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3240.—Spares, 1957 onwards; sales and repairs.

LARGEST and quickest spares service in the South  
of England.—Hewens Garage, Ltd., Reading. Tel.  
4438. (0347)

FOR Wolseley service consult the Wolseley specialists.—  
W. T. Mason & Co., 2, Ley St., Ilford. (Tel.  
Ilford 0661). (0473)

BARKERS MOTORS (LONDON), Ltd. Tel. Balham  
6668, for Wolseley spares, sales and service.—  
Balham High Rd., S.W.17. (0623)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3  
(Flaxman 8181), for Wolseley service; complete over-  
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illness if required. Open to 8 p.m. 6 days a week.—  
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ROBBINS, 98, Upper Richmond Rd., Putney, always  
sell good cars; send for list; established 34 years.  
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1954 Austin A40 Somerset saloon, black with red hide,  
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1954 Vauxhall Velox saloon, grey/green, mileage 12,000,  
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(151)

## Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Car Buyers.—Highest cash  
prices.—Hampstead (Tube), N.W.3. Ham. 6041.  
(W4018/R)

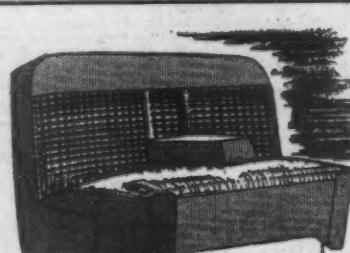
IF you wish to sell your car for cash write, phone  
or call.

GEORGE NEWMAN & CO., 300, Euston Rd., London,  
N.W.1. Euston 4466. (W3023/R)

CASH for cars.—Smith's, 88, Chalk Farm Rd., N.W.1.  
Gul. 2767. (0284/R)

38-34, Upper High St., Epsom, Surrey. Tel. Epsom  
(W3001)

CASH immediately for good Wolseley.—H. F. Edwards,



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**N**EWPORT Rd., Cardiff. Tel. Cardiff 4553. [0165/R]

**G**OOD class caravans for holiday hire, stationary or mobile; brochure on request.—Martins Caravan Co., Ltd., Countess Weir, Exeter. [0394/R]

**M**ODERN touring caravans, large selection, lowest rates; also caravans, dinghies.—Vanmaster, 20, Onar Rd., Great Dunmow, Essex. Tel. 7. [0910]

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**C**AR makers approve. Witter towing brackets.—Witter, 154, George St., Cheltenham. [0570/R]

**T**OWING brackets, over 100 designs, from Stock-B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R]

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**A** & C. and Aces for quick delivery.—Rutland of Worthing, adjacent Central Station. Tel. 7775-4. Demonstration, exchanges, delivery anywhere U.K. [0440/R]

**A**LL enquiries for Aces, Aces two-litre saloons, so for second-hand A.C.s should be addressed to A.C. Distributors, Swanage, Dorset, Ltd., 1176-1180, Christchurch Rd., Boscombe E. Southampton 43344 or 43345. [N4024]

## ALFA-ROME

**S**MITH & Co., sole London distributors, 40, Conduit St., W.1. Regent 0224, 6 lines. [0154/R]

**T**HOMPSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth 10285/H. Cobham 2848-8.

## ALLARD

**A**LLARDS MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6481. [0442/R]

## ALVIS

**C**CHARLES POLLITT, Ltd.—Alvis repair specialists. OFFICIAL Alvis spare parts stockists.

**T**RADE supplied.

**S**ERVICE—Barnadale Yard, off Elgin Ave., W.9. Tel. Cunningham 5036-7-8. [0307/R]

**G**ALT OF GLASGOW, Scottish distributor, can offer one, two, or 21/2 years' hire purchase, guaranteed, repossess your new Alvis now; contact us at once. JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, G.5. Tel. Douglas 7598. [0751/R]

**M**ANCHESTER—Alvis main agents, sales and service.—A. Freeman, Grosvenor Garage, Burnage Lane, M.C., 19, Bus. 2874-5. [0352/R]

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**A**LL makes new American cars supplied, early delivery.—SIMPSONS' MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 6691-5908. [N4025]

## ARMSTRONG SIDDELEY

**G**UY SALMON AUTOMOBILES. See and try the new 1956 Armstrong Siddeley Sapphires together with the magnificent new 7-passenger Limousine, at Portsmouth Rd., Thames Ditton, Surrey. Emberstock 5551-2-3. [N4001]

**S**PURLING MOTOR BODIES, Ltd.—New Sapphire, Armstrong Siddeley body; pre-Budget price.—High St., Waltham, Tel. 4491. [0362/R]

**A** CHOICE of 4 546 saloons, at pre-Budget prices. A.C. 1000 and 1200; 1000 synchronised, from Hampshire distributors; exchanges; delivery. [0605/R]

**W**ADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton. Tel. 22291. [0356/R]

**P**ASS & JOYCE, Ltd., 27, Peter St., Manchester, 2. Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6137. [0605/R]

**W**ALTER SCOTT, Ltd.—Sapphires from stock, early delivery new models—39, College Crescent, Hampstead, N.W.3. (Swan Cottage Tube.) Primrose 5914. [N4026]

**C**HEAM MOTOR & ENGINEERING Co., Ltd., Ares. Dealers for Armstrong Siddeley. Demonstrations, service, repairs.—Ewell Rd., Cheam, Surrey. Tel. 01377/R

**P**ASS & JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire. 184-186, Old Portland St., London, W.1. Museum 1001. [0711/R]

**L**YTTELTON GARAGE, Ltd.—1956 new Sapphires from stock, part exchanges, h.p. terms: after-sales service, repairs.—Hampstead Garden Suburb, Hendon 5500 and 5550. [0192/R]

## ARMSTRONG SIDDELEY

**B**URLINGHAM CARAVANS, Garstang, Lancs. [0337/R]

**S**IDDALL, the top quality "thoroughbred," at a reasonable price.—Siddall Caravans, Ltd., Old Bath Rd., Cheltenham. Tel. Cheltenham 4616. [0327/R]

## SECOND-HAND CARAVANS

**T**HE Hindhead Caravan Co. have a wide selection of good-condition used touring caravans; after sales service as advertised in New Caravan section. Call: write or tel. Hindhead 1001. [0381/R]

## CARAVANS FOR HIRE

WESTERN CARAVAN SERVICES, Ltd.

**S**PECIALISTS in high-class caravans for long periods; keen rates quoted; immediate delivery all over United Kingdom; distance no objection.

**N**EWPORT Rd., Cardiff. Tel. Cardiff 4553. [0165/R]

**G**OOD class caravans for holiday hire, stationary or mobile; brochure on request.—Martins Caravan Co., Ltd., Countess Weir, Exeter. [0394/R]

**M**ODERN touring caravans, large selection, lowest rates; also caravans, dinghies.—Vanmster, 20, Onar Rd., Great Dunmow, Essex. Tel. 7. [0910]

## CARAVAN ACCESSORIES

**H**HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford, Tel. 301. [0976/R]

## CARAVAN EQUIPMENT

**C**AR makers approve. Witter towing brackets.—Witter, 154, George St., Cheltenham. [0570/R]

**T**OWING brackets, over 100 designs, from Stock-B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R]

## CARAVAN JOURNALS

**W**ORTH caravan and trailer chassis, underparts, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0065/R]

**H**OLDER GRAISELEY caravans, chassis, axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 248, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

## CARAVAN JOURNALS

**F**OR the caravaner who is hard to please there is only one satisfactory magazine.—The Caravan. Packed every month with news, views, hints and tips on every aspect of the modern caravan scene. 1/- all newsagents, or 7/- six months. 15/- a year, direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. [0365]

## AUSTIN

**K**DM & CHERRINGTON, Ltd.—Immediate delivery of all models. 65, Albemarle St., London, W.1. Gros. 5551. [N2054/R]

**A**USTIN A50, A40 or A30 for immediate delivery. 436, Herford Rd., Einfeld. Howard 1631. [N4008]

**A**135 1956 Austin Princess Mark III saloon, unregistered, immediate delivery without obligation.

**H**ENRY Cheltenham Rd., Tel. 21336; and Victoria St., Tel. 27737, Bristol. [0166]

## AUSTIN

**S**MITH MOTORS OF DULWICH for Austins, all models. 65, Dulwich Rd., 255-259, Rye Lane, S.E.1. Gros. 6767. [N306/R]

**M**ETROPOLIS GARAGES, Ltd., agents for Austins, offer immediate and early delivery of all models. 45, Earl Court Rd., London, W.8. Western 4544. [0360/R]

**I**MEDIATE delivery Austin A90 de luxe saloon. Austin A90 de luxe saloon, Austin A50 2- or 4-door saloon. G. W. Wilkin, Ltd., 1, Weston Park, Kinross. [N4053]

**A**USTIN A50 de luxe, black, immediate delivery; part exchanges, cars or motor cycles.—Burke & Ingalls Motors, Ltd., Dudden Hill Lane, N.W.10. Willesden 4969. [N4017]

**H**ERBERT & MILLS, Ltd., Austin agents for over 30 years, offer immediate delivery A30, A40, A50 and A50 saloons—75, Great Portland St., W.1. Gros. 7000. [N2026]

**W**EST LONDON MOTORS offer immediate delivery of new 2-door and 4-door Austin A30 saloons and A40 and A50 Cambridge saloons; all facilities—205-209, Fulham Palace Rd., W.6. Ful. 0066. [1458]

**A**USTIN Princess 1.6-lb. 7-seater Limousine, electric division, all extras, immediate delivery; also A30, A40 and A50 saloons.—Jack Olding & Co. (Motors) Ltd., May 5242. [N3030]

**T**HE whole Austin range in any colour, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple 5358. [N1027]

**T**RINITY CARS, Ltd., Austin dealers, invite enquires for immediate delivery of A30, A40, A50, A50 and all other models—24, North Side, Wandsworth Common, S.W.18. Vandky 1166. [N4034]

**A**USTIN A90 de luxe saloon, Austin A50 de luxe saloon Austin A30 2- or 4-door saloons—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. [N4053/1]

**S**MITHE & HUNTER, Ltd., specialists.—Direct car and service agents, fullest facilities; available now A30, A50, A40; exchanges, deferred terms—376-8, Kennington Hill, S.W.8. W.14. Gros. 7000. [N4048]

**W**ILSON'S AUTOMOBILE & COACHWORKS, Ltd., for immediate delivery of the A30, A40, A50 and A50 models, also prompt delivery of light commercials.—34, Acme Lane, Brixton, S.W.2. Brixton 4011. [N4085/R]

**L**ANCASTER ENGINEERING Co., Ltd., 38-43, Edward St., Kingston, the Austin main agents, offer immediate delivery of all models; demonstration cars available, exchanges and deferred terms—Kingston 3151, 6 lines. [0265/R]

**P**RINCIPAL saloon, A90, A30, A40, A50, and all commercial models.—Fryatt & Stevens, Ltd., the South London Austin Depot, 57, Acme Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 7362. [0889/R]

**B**RITAIN, but not Australia, without purchase or hire, use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5, England. [0467]

**M**ERES & MERES, Ltd. (Est. 1923), direct Austin specialists for past 30 years, offer from stock A30, A40 and A50 saloons, early delivery light commercial vehicles; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 2040. [N5012]

**Y**ou couldn't do better than secure immediate delivery of your new Austin model A90 Westminster, A40 or A50 Cambridge. A40 or A50 Countryman, A50 2-door or 4-door saloon, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.

**F**EDERAL OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [IN2008]

## NEW CARS FOR SALE

## AUSTIN-HEALEY

SMITH MOTORS OF DULWICH for Austin-Healeys. 225, Ryde Lane, S.E.15. Tel. New Cross 67641/R. WE value cars in part exchange.—Performance Cars, Brentford Middx. Tel. Kaling 6241.

LANCASTER ENGINEERING CO. Ltd., 19-43, Eden St, Kingston-on-Thames, Surrey. Tel. Kingston 8151-6, offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. [0399/R]

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co. Ltd., the Austin-Healey specialist; also sole distributors for Le Mans and Le Mans 1000 in the United Kingdom. SERVICE: Donald Healey Motor Co. Ltd., Warwick London showroom: North Audley House, 42, North Audley St., W.1. [0389/R]

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GLoucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 3163. [0389/R]

DAVID ROSENFIELD Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 88/43, Peter St., Manchester, 3. Deansgate 6871.

SERVICE Station: Cheadle Hill Rd., Manchester, 8. Tel. Bla. 2308. [0380/R]

ROPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines).

## B.M.W.

SOLE BMW concessionaires in Great Britain; orders can now be placed for the new right-hand drive Type 502, 503 and 507 models.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## B.M.W. 1500

V&F MONACO MOTORS—immediate delivery demonstration cars available.

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0347/R]

RUDDES OF WORTHING for demonstrations in the South; quick deliveries; part exchange.—Adjacent Central Station, Worthing 7775-4. [0362/R]

FORBES & PALMER, B.M.W. Isetta dealers; demonstrations.—28, Old Brompton Rd., Knightsbridge 1384.

SOLE B.M.W. Isetta concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## BOND MINICAR

RAYMOND WAY. IMMEDIATE delivery 2-seater and Family models.

PART exchanges confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.1. Hampstead 6041. [N4018]

WE value cars in part exchange.—Performance Cars, Great West Rd., Brentford, Middlesex. [0364/R]

PRIDE & CLARKE, Ltd., Bond Minicar distributors; all models and colours in stock; one-half deposit secures, balance over 24 months; exchanges welcomed.—37, Stockwell Rd., S.W.3. Brixton 6251. [N3086/R]

## BORGWARD

METCALFE & MUNDY, Ltd., SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also Export minicars with direct fuel injection; full range of commercial vehicles; diesel and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.3. Tel. 5471/0186-7.

REG TIMMS (MOTORS), Ltd.

BORGWARD Hansa sole distributors for Harts Beds; Isabella 1500 demonstration saloon available; early deliveries; trade enquiries invited.—26-31, High Town Rd., Luton Beds. Tel. Luton 3924-5. [0356/R]

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. [N1106]

BURNS STATUE GARAGE, Ayr 3330.—Sole distributors Edinburgh and South of Scotland. Isabella 1500 demonstration car available—quick delivery. [0380/R]

YORKSHIRE West Riding—Borgward distributors; demonstration cars available; service after sales.—Union Garage, Morbury Rd., Wakefield. Tel. 2132.

REVIS CAR SALES, Ltd., New Rd., Seaford. Tel. 22354. sole distributors for Hants, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; early delivery. [0356/R]

## BORGWARD

CARRE'S MOTORS.—Sole distributors Lance & Chen, 10, Grosvenor Gardens, London, S.W.1. Tel. 03641/R. WE value cars in part exchange.—Performance Cars, Brentford Middx. Tel. Kaling 6241. [N1034/R]

LANCASTER ENGINEERING CO. Ltd., 19-43, Eden St, Kingston-on-Thames, Surrey. Tel. Kingston 8151-6, offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. [0389/R]

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PART exchanges confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.1. Hampstead 6041. [N4018]

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V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0347/R]

RUDDES OF WORTHING for demonstrations in the South; quick deliveries; part exchange.—Adjacent Central Station, Worthing 7775-4. [0362/R]

FORBES & PALMER, B.M.W. Isetta dealers; demonstrations.—28, Old Brompton Rd., Knightsbridge 1384.

SOLE B.M.W. Isetta concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

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V&F MONACO MOT

## NEW CARS FOR SALE

## FORD

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts, Welwyn 481-2-3, offer immediate delivery Consul saloons, black and grey, also Zodiac, grey/tan; maximum h.p. terms available, 1/4 down, balance over 2 years. [N1041]

You couldn't do better than secure immediate delivery of your new Ford model Consul, Zephyr and Zodiac saloons. Secure early delivery on pre-facade saloon, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.

FERRARIS OF ORKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [N2008]

## FRAZER NASH

REQUESTS for literature to the manufacturers.—Frazer-Nash Cars, Illeworth, Middlesex, Illeworth 0011. [N2015]

## GORDON

RAYMOND WAY. OFFICIALLY appointed distributor for this new 5-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £290/17, including F.T.; immediate delivery of all colours and models from V deposit.

RAYMOND WAY, Kilburn Bridge, N.W.6. Maidstone 6044. Open 8 p.m. 6 days a week. [N0944/R]

## HILLMAN

NEWTONS OF WEMBLEY. EXCLUSIVE Rootes retailers, for prompt delivery all Hillman models; demonstration cars available; part exchanges; confidential credit facilities; view the Day Look range at:

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middlesex (opposite Wembley Town Hall), Arnold 5265 (4 lines). [N0958/R]

BOWES ROAD GARAGE, Ltd., offer:

IMMEDIATE delivery Hillman-Commer 2cwt van; list price—Bowes Road Garage, he.ow.

IMMEDIATE delivery: Husky, dual grey; list price: hire purchase and exchange.—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes 2234-5-6. [N1043]

RENTON SERVICE GARAGE, Finchley, authorised dealers.

CONSULT us for deliveries and exchanges.—281-293, Ballards Lane North, Finchley, N.13. Hillside 4011-4405. [N0795/R]

SMITH MOTORS OF DULWICH for Hillmans—101, Barry Rd., S.E.22. Tel. New Cross 6611. [N0311/R]

BARNET area—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [N0411]

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, Lee 5585. Open 8 p.m. 6 days a week. [N1034/R]

HILLMAN Husky, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.1. Temple Bar 5588. [N1027]

HILLMAN Minx special saloon, list—Montree Motor, 31-35, Epping New Rd., Epping, Essex, Tel. 11717-2. [N3005]

HILLMAN Minx de luxe saloon, green; £743/-, Finsbury 2564. [N1045]

DELIVERY from stock or Hillman range. Demonstrators available.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

We can have a new car taxed and insured ready for you on your arrival in England. Authorised dealers for: Hillman, Hillman and Sunbeam; also any other make supplied.—R. S. Mead (Sales), Ltd., Maidenhead, Berkshire. [N3011]

SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer favourable delivery of the Hillman range—143, London Rd., Croydon. Croydon 3115 (3 lines). [N0686/R]

NEW Minx saloon and Californian, immediate delivery, pre-Budget prices; terms of exchange.—F. P. COOPER, Ltd., 146, Ladbroke Grove, Brixton, London, S.W.9. [N1044]

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1338. [N0680/R]

## HUDSON

SPINKS (TWICKENHAM), Ltd., the Hudson distributors are now booking orders for early delivery of the new Hudson Rambler and other models.

HUDSON spares and service are available at Spinks (Twickenham), Tel. Pop. 1055-6-7-8. [N0478/R]

## NUMBER

NEWTONS OF WEMBLEY. EXCLUSIVE Rootes retailers for prompt delivery Hawk and Super Salope, 1956 range on view at our showrooms; demonstration cars available; part exchanges; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middlesex (opposite Wembley Town Hall), Arnold 5265 (4 lines). [N0958/R]

IMMEDIATE DELIVERY. Humber Hawk and Super Salope.

R. S. MEAD (SALES), Ltd., Area Dealers, 43, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

We can have a new car taxed and insured ready for you on your arrival in England. Authorised dealers for: Hillman, Hillman and Sunbeam; also any other make supplied.—R. S. Mead (Sales), Ltd., Maidenhead, Berkshire. [N3011]

SMITH MOTORS OF DULWICH for Hillmans—101, Barry Rd., S.E.22. Tel. New Cross 6611. [N0434/R]

IMMEDIATE delivery new Humber Super Salope; £1,595/10/10 pre-Budget price, saving £247.

LONDON & COUNTY MOTOR MART, Ltd., 79/91, New King's Rd., Fulham, S.W.6. Renown 1183. [N0767/R]

HUMBER Hawk.—Try Motorists (London), Ltd., Great North Rd., E.1 Finchley Station, N.E.2. Tudor 2301-2. [N3018]

## HUMBER

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Salope.—Lewisham Bridge, London, S.E.13. Lee 5585. [N0720/R]

HUMBER Hawk saloon, overdrive, blue with red leather, 1956. Tel. 1173-2. [N3089]

HUMBER Super Salope in burgundy; £1,595/10/10; pre-Budget and pre-Budget prices.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 5353. [N1083]

SMITH AUTO Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Super Salope and Hawk saloon, 1956. Tel. 1173-2. [N0877/R]

GORDON CARS (LONDON), Ltd., the specialist Humber dealers, place your order with confidence for reasonable delivery of both Hawk and Super Salope models now; available ex stock. Super Salope in Alpine mist with red upholstery.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.1. Speedwell 2564 or 4701. [N0723/R]

NEW and unregistered Humber Super Salope saloon for immediate delivery, offered at pre-Budget price of £1,595, a saving of £248 against the current list price, finished in grey with red leather upholstery; your present car taken in part exchange.

LEEDS (LEIGHTON BUZZARD), Ltd., Lake St., Leighton Buzzard. Tel. 2172. [N1035]

## JAGUAR

HENLYS, Ltd., ENGLAND's largest Jaguar distributor.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 355, Buxton Rd., N.W.1. (Euston 4444.)

MANCHESTER, 1-5, Peter St. (Blackfriars 7845). [N1035/R]

H. BEART & Co., Ltd., JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars—100, Grosvenor Rd., and High St., Kingston-on-Thames 5348. [N1081]

HALLS (FINCHLEY), Ltd., A REA dealers for Jaguar—Mk. VII type M saloons and XK140 models available for inspection; part exchanges; h.p. terms—386, High Rd., North Finchley (Tilly Ho), N.12. (Hill 1044). [N4058]

ROSE & YOUNG, Ltd., offer:

NEW Jaguar Mark VII at pre-Budget price—£5-69. New St. Barnet Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [N3057]

OWLAND SMITH'S for Jaguar.

Mk. VII with automatic transmission on view, early delivery all 5½-litre models.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar

M. MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907-9. [N084/R]

SMITH MOTORS OF DULWICH for Jaguars—101, Barry Rd., S.E.22. Tel. New Cross 6611. [N0842/R]

K.J. MOTORS, Ltd., N.W. Kent's leading Jaguar KJ area dealers—Brixton, Ray 5456. [N288/R]

KDM & CHERRINGTON, Ltd.—Immediate delivery all models—2, Albemarle St., London, W.1. Grosvenor 5551. [N2054/R]

SIDNEY MARCUS, Ltd.—New Jaguars at pre-Budget prices, choice of models and colours.—33, Sloane St., S.W.1. Belgrave 8721. [N3006]

CLARKE & SMITH, Ltd., offer immediate delivery of Jaguar Mark VII with automatic transmission—49, Sloane Sq., London, S.W.1. Sloane 7121. [N1048]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.

NEW Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery—Barnetmore, 26, Queensway, W.3. Baywater 0157. [N1015]

XK140 standard fixed head coupe, B.R. green and tan, overdrive, pre-Budget list price £1,670/17/6; immediate delivery.—Stanley Goodwin & Son, Kidderminster. Tel. 2204-5. [N6454]

JAGUAR XK140, standard fixed head coupe, British racing green, with overdrive; £1,778/17. British Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 3553. [N1083]

W. T. RICHARDS (BECKLEYEATH), Ltd., Mk. VII saloon, part exchanges; early delivery. Beckleyeath 1662. [N0914/R]

JAGUAR XK140, fixed head coupe, fitted with overdrive, mist blue, pre-Budget price; £1,679/17/6. Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1183. [N1016]

XK140 2-seater B, racing green, tan leather, overdrive, immediate delivery from stock at pre-Budget price; £1,662/3/4.—Hoffmanns of Leicestershire, Ltd., St. I. London Rd., Leicester. Tel. 6578. [N2067]

HILLWOOD MOTORS for Jaguars, most models for early delivery, one only series M saloon, your car taken in part exchange, easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [N644]

JARO 65 mpg!—Only £347/16 new! The British all-purpose 4-wheel utility, independent suspension, hydraulic brakes. Siba 12-volt Dynastart, immediate delivery, particulars, demonstrations.

TWO-STROKES, Ltd., Stanmore Hill, Middx. Grimsthorpe 1166-7. Open Sundays 10-1. [C4091]

## JOWETT

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N2038/R]

## KAISER

KAISER, Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [N2039/R]

## LANCIA

JOHN S. TRUSCOTT, Ltd., the oldest Lancia agents: delivery of all models from stock.

173, Westbourne Grove, W.11. Baywater 4274. [N4035]

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, N.W.10. Wembley, Middx. Tel. Pervale 5656. [N2039/R]

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-93, Fulham Rd., S.W.3. Kensington 4856. [N4028]

## MERCEDES-BENZ

LONDON.

TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6881). [N4031]

ALWAYS consult

GE CARS, Ltd., official distributors for Mercedes-Benz; demonstrations available; early delivery of all models; terms and exchanges.—Showrooms—189, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733. Service Depot—60/62, Queenstown Rd., S.W.8. Macaulay 3363-4. [N0823/R]

WELWYN SALES DEPOT, Ltd.

HERTS, Bucks and Northants Main Distributors: enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2172. [N611/R]

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

IMMEDIATE delivery of most types, including one or two at pre-Budget prices; demonstration cars are here for you to drive, including our new Type 300C with fully automatic transmission, this car surpasses all other standard cars.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Baywater 4274. [N4035]

BURNS STATUS GARAGE, Ayr 3335, main agents for Ayrshire.—Early delivery all models. [N4031/R]

WOKING MOTORS, distributors, Surrey and Sussex.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N0057]

DAVIES MOTORS, Ltd., official distributors, early delivery of all models—275, London Rd., Staines. Tel. 4211-5. [N1080]

NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, pre-Budget price—Robbins, East Putney. Tel. 7881. [N3010]

WIDLAND Counties Distributors: demonstrations of all models—Carols Garage, Ltd., Wolverhampton Rd., Birmingham Broadwell 1285/2700.

GALT OF GLASGOW, Distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. [N084/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [N285/R]

NORFOLK, Cambridgeshire and Suffolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket.

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts, Welwyn 481-2-3, offer immediate delivery Mercedes type 220D saloon, maroon, pre-Budget price; maximum h.p. terms available, 1/4 down, balance over 2 years. [N1041]

MESSERSCHEIMM

PRIDE & CLARKE, Ltd., for Messerschmitt.

SALOON car motorising at less than a 1d a mile; cruising speed 55mph; a joy to handle in traffic; easy to learn; all models immediate delivery; cars, 3-wheeler or motor cycle, from pre-exchange; tax and insurance included in terms; brochure by return.—155, Stockwell Rd., S.W.3. Bri. 6221. [N5058]

LOCKHART'S SERVICE DEPOT for sales and service.—Chilham Rd., Dunstable. Tel. 114. [N4048/R]

COMFORTERS for the new KR2000 Messerschmitt; exchanges, terms; send for particulars.—Oxford House, Portsmouth Rd., Thames Ditton, Tel. Emberbrook 5531 (6 lines). [N1048]

## M.G.

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

M.G. retail dealers.

TELEPHONE Epsom 1234. [N0082/R]

OWLAND SMITH'S for M.G.

MAGNETTE sports saloon on view, demonstration car available, early delivery, choice of colours.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

SIMOT MOTORS OF DULWICH for M.G.-a—285, Eves Lane, S.E.15. Tel. New Cross 6767. [N2029/R]

M.G. Magnette, 1956 model now in stock at the M.G. Specialists.

TOULMIN MOTORS, 545, Shaines Rd., Moulsecoomb, Middx. Epsom 1234. [N1308]

## NEW CARS FOR SALE

## M.G.

LYNE, FRANK & WAGSTAFF, Ltd., Totternham Lane, Crouch End, N.E.8. Mountview 4401, offer:—  
M.G. Magnette, early delivery, grey. [N2058]

WEST LONDON suppliers, immediate delivery all W. models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054]

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Grey 5551. [N2054/R]

IMMEDIATE delivery new M.G. Magnette saloons: terms, exchange:—Gibson Sport Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hampshire. Tel. Highclere 2275. [1431]

MEEBES & MEEBES, Ltd. (Est. 1893), offer almost immediate delivery of Magnette saloons, terms: rotational delivery of M.G.A. 4-seater: full service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. MIL 2040. [N3018]

## MORGAN

ORDER your new Morgan from Johnson & Brown (Morgan distributors), 265-270, Egham St., Bromley, Kent. [N2075]

MORGAN Plus-Four with TR3 engine.—Try Motorcars (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

TRADITIONALLY yours, new and used Morgans from the distributor.—Ron McKenzie, 961, Chester Rd., Streatham, Manchester. Tel. Longford 5100. [1065]

BASIL SOY, Ltd., Morgan distributor, full range on view; see and try Morgan fitted with TR3 engine.—161, Old Portland St., W.1. Langham 7753. [N510/R]

MORGAN—Leicester and Rutland County distributors accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20025. [1059]

MORGAN Plus 4; prompt delivery of these cars: spares for same; huge stocks of 4/4 and 5-wheeler spares.—J. H. Douglas, Morgan Specialist, 12, South Ealing Rd., Ealing, W.5. Tel. 0370. [N728/R]

## MORRIS

THE WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

TEL. Epsom 1234.

[0650/R]

ROWLAND SMITH 8 for Morris.

IMMEDIATE delivery Cowley, Oxford and Isis saloons. PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

NEW Morris Minor 3-door, green; list price, immediate delivery.—Tel. Bury 4 (Surrey). [1337]

LYNE, FRANK & WAGSTAFF, Ltd., Totternham Lane, Crouch End, N.E.8. Mountview 4401, offer:—  
MORRIS Cowley saloon available for early delivery; list price.—Below.

MORRIS Oxford saloon, available for early delivery; list price. [N2068]

NEW Morris Minor de Luxe convertible, green; immediate delivery.—Robbins, East Putney, Tel. 0831. [N2010]

SMITH MOTORS OF DULWICH for Morris—285, Rye Lane, S.E.15. Tel. New Cross 6767. [N312/R]

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Grey 5551. [N2054/R]

WEST LONDON MOTORS for early or immediate delivery: all facilities.—205-9, Fulham Palace Rd., W.8. Ful. 0066. [1458]

WEST LONDON suppliers, immediate delivery all W. models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054]

MORRIS 2-seater travellers' barge: Morris Minor standard, beige, immediate.—J. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [N1061]

HERBERT & MILLS, Ltd., Morris Agents for over 30 years, offer early delivery of all new models.—75, Great Portland St., W.1. Langham 3506-7. [N2065]

MORRIS Cowley and Isis saloons for immediate delivery.—Prospect Garage (Bentleyed), Ltd., Brighton Rd., Bawdsey, Surrey. Burgh Heath 2202-3. [N2064]

ISIS and Oxford Travellers, delivery from stock.—Martin's Lane, London, W.C.2. Temple Bar 1588. [N1027]

MORRIS Cowley, beige; immediate delivery; part exchange, car or motor cycles.—Budge & Ingalls Motors, Ltd., Duxbury Hill Lane, N.W.10. Wimborne 4868. [N2047]

LEAMESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-45 Eden St., Kingston-on-Thames, Surrey. Tel. Kington 3151-6. [10264/R]

SMITH & HUNTER, Ltd., specialists—Car and service agents, fullest facilities; available now Morris Cowley; exchanges, deferred terms.—376-8, Kensington High St., W.14. Western 2512. [N4019]

MEEBES & MEEBES, Ltd. (Est. 1893), Morris specialists for over 50 years, offer early delivery of most new models including light commercials, Daimler, Morris Oxford Travellers, car, current market value for change and extended terms.—Mill Hill 2040. [N3018]

WILSON'S AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of Black 1600 and 1800 from stock and prompt delivery of all other models including commercials.—34, Acme Lane, N.W.10. Brixton 5011. [N4058/R]

YOU couldn't do better than secure immediate delivery of your new Morris Cowley saloon or Morris Oxford travellers' car, current market value for your present car subject to inspection, please ask for our list of 100 new and slightly used cars.—200-220, Chiswick Brook, London, N.W.3. Gladstone 2244. Open week-days 8 a.m. to 6 p.m. [N2008]

## NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5358-9. [N562/R]

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and parts:—  
GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [N109/R]

## PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Peckham Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [10730/R]

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [N510]

## PANHARD

A REVELATION in motoring! Up to 85mph and a 47mpg, 6 seats, flat floor, amazing acceleration, superior road holding, safety, comfort, appearance. Overdrive by the aerodynamic 42bhp air-cooled T.v.d. Daimler saloon, automatic gearbox.—Home Makers, U.S. Forces sales.—Tarrant & Frazee, 10, Winchmore Mews, London, N.W.3. Primrose 6159. [N4100]

## PEUGEOT

TOM KNOWLES

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3675-4. [N098/R]

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery.—Chilham Rd., Dunstable. Tel. 114. [N561/R]

G. K. BALLYM, Automobile Engineers, Alfred St., Worthing. Tel. Worthing 5769. Peugeot distributor Sussex and South Coast. [N3035]

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 203 and 403 models. [N3035]

PEUGEOT distributors, East Dorset, South Wilts and West Hants.—J.W.B. Morris, 142, Malmesbury Park, Malmesbury. Tel. Etoncombe 33267. [N3030]

PEUGEOT delivery 403 and 503 models. [N3030]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent). 127, High St., Croydon. Tel. Cro. 7311/7317. [N091/R]

## PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Paxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [N050/R]

## PORSCHE

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—138-139, Old Brompton Rd., S.W.7. Fremantle 7222. [N092/R]

SOLE Porsche concessionaires in Great Britain; all main enquires will receive our immediate attention; illustrated literature on request.—Prater-Nash Cars, Leatherhead, Middlesex. Hounslow 6011. [N2015]

## RELIANT

ROWLAND SMITH's for Reliant 3-wheeler.

IMMEDIATE delivery; coupe model, choice of colour.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

RAYMOND WAY.

FOR your Renault 750cc saloon for immediate delivery on 1/4 deposit.—Kilburn Bridge, N.W.8. Maida Vale 6044. Open to 8 p.m. 6 days a week.

FRED GUY for new Renaults, immediate delivery terms and exchanges.—196, King St., W.8. River side 3131. [N085/R]

METROPOLIS GARAGES, Ltd., offer for immediate delivery the new Renault 750-45, Earl Court Rd., London, W.8. Western 4544. [N0636]

750cc demonstrator at Rudds of Worthing; quick delivery; specialised service; terms exchange.—Adjacent Central Station, Worthing 7773-4. [N087/R]

RENAULT sales and service, immediate delivery of 750-50 litre saloons in all colours; n.p. arrangement.—Witcher & Son, 55-75, Cogden Lane, London, S.W.1. Sloane 4124. [N1016/R]

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Gt. West Rd., Brentford, Middlesex. Ealing 8861. [N1041]

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate at stock available for demonstration; generous part exchange and terms.

COX'S MOTORS, Conduit St., Leicester. Tel. 60319. [N1059]

AUTO SALES (LONDON), Ltd., North London dealers to Renault cars, early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—68-69, Belgrave Rd., N.W.3. Tel. 5555. [N1010/R]

## RILEY

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

RILEY Retail Dealers.

TELEPHONE: Epsom 1234.

RILEY Pathfinder, black, immediately.—P. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [N1062]

SMITH MOTORS OF DULWICH for Riley Pathfinders.—285, Rye Lane, S.E.15. Tel. New Cross 6791. [N2008/R]

## RILEY

KDM & CHERRINGTON, Ltd.—Delivery en Grosvenor 3361. [N204/R]

RILEYS.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [N1018]

A REA dealer for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, n.p. terms.—Montrose Motors, Wembley 2566. [N1075/R]

CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 330, Euston Rd., N.W.1. Euston 2123. [N1039/R]

CO. ROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MARFAIR, Ltd., Northampton. Tel. 31682. [N1030/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 4. Deansgate 6871.

SERVICE Station: Cheadle Hill Rd., Manchester, S.8. Tel. Bl. 2805. [N1051/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI.

Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [N248/R]

## ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. Hyde Park 9151.

HENLY H. 385 Euston Rd., N.W.1. (Euston 0444). [N1034/R]

ROVER.

OXON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N1038/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 63907-8.

KJ MOTORS, Ltd., N.W. Kent's Rover dealers. Bromley 5456. [N2037/R]

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60—Dorking 2856. [N1068]

BEXHILL.—F. Dodson, Ltd., Rover distributors.

BACKLINS GARAGE, Middlesex Rd., Tel. 2381-2. [N1051/R]

CROYDON Main Agents, Leatherhead's Garage, Ltd., 203, St. James's Rd., Croydon. Tel. 1222. [N088/R]

KDM & CHERRINGTON, Ltd.—Delivery en Grosvenor 3361. [N204/R]

W. T. RICHARDS (BEDFORDSHIRE), Ltd., Rover total dealers; part exchanges.—74-76, Broadway, Bedford. Tel. 1666. [N0212/R]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service. Tel. Vigilant 4444. [N2376]

NORTHAMPTONSHIRE and North Bucks—Cross, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [N1003/R]

WATFORD and district—Harris-Mays & Co., Ltd., Rover delivery enquires invited; main dealers since 1933.—1, Gland & Tabor Garage, Watford 4026. [N1051/R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 35-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Cheadle Hill Rd., Manchester, S. Tel. Bl. 2805. [N1062/R]

HATTON MOTORS, Ltd., Birmingham, the Midland Rover stockists for early delivery 90s (with and without overdrive), 75s and 60s; any make taken in part exchange.—Tel. Midland 2437, 71, Broad St., Birmingham. [N2057]

LAND-ROVER.

TRINITY CARS, Ltd., Rover agents, offer immediate delivery of Land-Rover 88in. painted.—24, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N1043]

HATTON MOTORS, Ltd., Birmingham, the Midland Rover stockists for early delivery 88in and 107in models and accessories—Land-Rover or used private cars taken in part exchange.—Tel. Midland 2437, 71, Broad St., Birmingham. [N2057]

SIMCA

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [N1040]

SEVERAL low-mileage mod. 1955 ex-demonstration cars available; a few new shop-polished 1956 Arondes also available; or some of the full 6 months' guarantee still applies.—Write to Simca (England) Ltd., Water Rd., Wembley, Middlesex or Tel. Festival 6631. [N1065/R]

## NEW CARS FOR SALE

## SIMCA

MAYFAIR GARAGES, Ltd., accredited West-End Simca stockists, for your new 1956 Aronde Elysee saloon, highest allowance for any make in part-exchange.—Balderton St. (opp. Selfridges clock), W.1. Mayfair 3104-5. [N5005]

## SINGER

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N5021]

WE value car in part exchange.—Performance Cars, Brentford, Middx. Ealing 8241. [N5041]

TRADE and retail agents, full range on show at the 100% Singer specialists.—Automenards, Ltd., Ferry Rd., Barnes, S.W.18. Riverside 2281. [N5075/R]

NEW Singer Hunter saloons, choice of colours; exchanges welcome; terms.—P. & J. Clarke, Ltd., area dealers, 158, Stockwell Rd., S.W.3. Brixton 2521. [N5065]

IMMEDIATE delivery new Singer Hunter saloons at pre-Budget price; part exchanges.—Gibsons Sports Cars, (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highclere 2275. [N4535]

## STANDARD

L. F. DOVE, Ltd.,

AREA main dealers.

SEE it; try it; buy it.

69, The Broadway, Wimbledon, S.W.19. Tel. 3456. [N1077]

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N5021]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 866-875, Garratt Lane, S.W.17. Wim. 5051-2-3. [N4005]

HALLS (FINCHLEY), Ltd.

STANDARD and Triumph area dealers; all models available for inspection; part exchanges. H.P. terms—386, High Rd., North Finchley (Tally Ho). N.12. (Hil. 1044). [N5056]

R. OWLAND SMITH'S for Standard.

IMMEDIATE delivery—Super 8 and Super 10 saloons; "Good Companion" Estate car.

Part exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—R. Owland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BOWES RD. GARAGE, Ltd., offer:—

IMMEDIATE delivery Standard 10 estate car, grey; list price—Buses Rd. Garage, below.

IMMEDIATE delivery Standard 10 estate car, grey; list price—Buses Rd. Garage, below.

IMMEDIATE delivery Super 8 saloon, blue, soft green; list price—Buses Rd. Garage, below.

IMMEDIATE delivery Standard 10 pick-up truck, green; list price; hire purchase and exchange.

IMMEDIATE delivery Standard 10 estate car, grey; list price; hire purchase and exchange.—Buses Rd. Garage, Buses Rd. (North Circular Rd.), N.11. Buses 2284-5. [N5042]

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models; with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4845. [N5026/R]

WHITE'S GARAGE, Ltd., OF GRIMSBY, offer:—

EARLY delivery of Standard car, all models; Standard dealers; for 24 years.

WHITE'S GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5408. [N4075/B]

STANDARD Super 10 saloon, 2-tone, heater, hat.

STANDARD Super 8 saloon, grey, heater, hat.—Montrose Motors, 81-85, Epping New Rd., Buckhurst Hill, Tel. 1171-2. [N5058]

NEW Standard Super 8 saloon, finished grey, immediate delivery.

NEW Standard Super 10 saloon, finished grey, immediate delivery.—Robbins, East Putney, Tel. 7001. [N5010]

JOHN S. TRUSCOTT, Ltd., for Standard; wide choice for immediate delivery.

173, Wasthams Grove, W.11. Bayswater 4774. [N4035]

SMITH MOTORS OF DULWICH for Standards—101, Batty Rd., S.E.23. New Cross 6011. [N515/R]

IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Tel. 6109. [N4058/1]

NEW Standard 10 de luxe, heater, blue/red, approximately £665.—Salmons Garages, Ltd., Tunbridge Wells 3558. [N4029]

IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston upon Hull. [N4055]

STANDARD 8 and 10 saloons for immediate delivery.—Prospect Garage (Banstead), Ltd., Banstead Rd., Banstead, Surrey. Bognor Heath 2304-5. [N4009]

STANDARD 8, Super 8 and 10hp, for immediate delivery.—R. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Tel. 1031. [N4009]

STANDARD 10 saloon.—Try Motorists (London), Ltd., 446, Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N5018]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N5018]

## STANDARD

W. T. RICHARDS (BEKLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges—74, The Broadway, Beckleyheath. Tel. 1068. [0915/R]

SIDNEY MARCUS, Ltd., official Standard and Triumph agents—All models for early delivery.—33, Sloane St., S.W.1. Belgrave 5781. [N5006]

STANDARD 8, 10cwt pick-up truck, immediate delivery.—Premier Motors, 395, Lewisham High St., S.E.15. Lee 1051. [N5083]

STANDARD car specialists in sales and service; deferred terms.—Starners Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2460. [0431/R]

GARTH'S AUTOS, Ltd., Standard House, South End, Croydon, Croydon 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0208/R]

NEW CROSS CAR MART, Ltd., offer immediate delivery—Every Standard 8 and 10s; part exchanges and hire-purchase—59-74, Lewisham Way, S.E.14. Tideway 2908. [N5084]

IMMEDIATE delivery Standard Companion 10hp estate car, 8 and 10 saloons, early Vanguard III; part exchanges welcome.—Kirkdale Cars, Cobbs Corner, Heswall, H.E.26. Sydenham 6129. [N5065]

STANDARD Super 8, Standard Super 10, Standard Super Estate; immediate delivery; part exchanges of motor cycles.—Burke & Ingalls Motors, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

DUDLEY COBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early Vanguard III family and Super 8 saloon—200-10-16, The Broadway, Wimbledon, S.W.19. Chertseywood 3366-7. [N5054/R]

IMMEDIATE delivery Standard Companion 10hp estate car, 8 and 10 saloons, early Vanguard III; part exchanges welcome.—Kirkdale Cars, Cobbs Corner, Heswall, H.E.26. Sydenham 6129. [N5065]

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IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston upon Hull. [N4055]

STUDBEAKER Commanders de luxe, r.h.d., overdrive, four-wheel, radio, heater, list price—Malcolm Motors, Ltd., Stockists—Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78208. [N5010]

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STUDBEAKER Commanders de luxe, r.h.d., overdrive, four-wheel, radio, heater, list



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A.O. (Always open). N.S. (Not Sunday).  
SHIFORD, Midx.—Herbert & Mills, Ltd., Church  
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YOUR car taken as a deposit on a motor cycle or  
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ESTABLISHED agents calling on garages, coach-  
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RADIOMOBILE accredited dealers; qualified mech-  
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All types of car radio supplies installed and ser-  
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FOR every body fitting and trimming requirement;  
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FACILITIES available for hire purchase.—Write in  
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CLEAR Vista night driving glasses fitted with  
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Crookes lenses give you a suitable sun-glass for day use; complete 7/6  
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[0383/8]

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1500 all type crown wheels and pinions and 5,000  
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424, 440, 464, 480, 504, 520, 544, 560, 584, 600,  
624, 640, 664, 680, 704, 720, 744, 760, 784, 800,  
824, 840, 864, 880, 904, 924, 940, 964, 984, 1004,  
1024, 1044, 1064, 1084, 1104, 1124, 1144, 1164,  
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## BUSINESS &amp; PROPERTY, SITUATIONS.

## SITUATIONS VACANT

AUSTIN distributors, South London area, require experienced Works Manager. Only men holding similar position considered.—Write, stating age, details of experience and remuneration required.—Box No. 0300.

EXPERIENCED Car Salesman required by Austin distributor in Southern Home Counties.—State age and full details of experience. Box No. 0307. (2054)

AN attractive opportunity exists for a limited number of young men to obtain valuable training in the drawing office of a company specializing in automobile braking and transmission systems. The company has available comprehensive educational facilities, and having wide interests in the automotive and general industries, offers an unusual scope to its particular field. Men who have recently completed their National Service, or who are nearing release, are in particular invited to write giving an outline of their experience and activities to the Personnel Officer, Lockheed Hydraulic Brake Co. Ltd., Leamington Spa, Warwickshire. (2033)

A COLONY Service Manager is required in British West Africa by a company operating a chain of modern garages, service stations and assembly shops for the distribution of British motor vehicles. Applicants for this post should be under 40 and must be at present holding a senior managerial position in the distribution side of the motor industry. Only those with exceptional administrative, executive and technical ability will be considered. The post offers exceptional prospects for advancement together with generous allowances and terms.—Give full details including age and status to Box No. 0309. (2048)

A COMPANY established throughout West Africa for the distribution of British, American and French motor vehicles requires several Garage Managers for its rapidly expanding organization. These vacancies require men of proved outstanding technical and administrative ability capable of fully managing all aspects of a garage service garage and only those certain of having such qualities should apply. Salary, allowances and privileges on a generous scale will be fully discussed at an interview.—Apply giving full details to Box No. 0330. (2047)

EXPERIENCED Car Salesman required by West End motor agents and distributors. Excellent salary, commission and pension scheme.—Box No. 0306. (2068)

## SITUATIONS VACANT

COMMERCIAL Vehicle Salesman required by Austin distributors situated in Surrey.—Write, stating age and full details of previous experience. Box No. 0308. (2051)

PARTS Manager required by Austin main parts stockist, situated South London. Only men with proved ability need apply.—Write, giving full experience age and remuneration required. Box No. 0306. (2052)

SENIOR Car Salesman required by distributor in Manchester. Must be man of proven ability with thorough knowledge of the retail trade and accustomed to use car valuations.—Write in confidence, stating full particulars of experience and present earnings to Box 0310. (2057)

A.E.C. Limited require detail draughtsmen. Experience of the motor industry an advantage. Modern offices and equipment, excellent opportunities for progress. Good salary offered, five-day week, pension scheme and certain facilities.—Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. (2065)

REQUIRED experienced Car Salesman, several agencies, good opportunities for live man, North East London.—Box No. 0315. (2054)

MOTOR Engineering Company in Guildford area now entering the car sales field with stocking agencies for two popular marques, has a vacancy for a first-class Sales Manager with previous experience in the same post. Salary £1,000 per annum with percentage of overall profit. This represents a fine opportunity for a go-ahead man prepared to build up his own department in a progressive firm.—Applicants should write in the first instance to Box No. 0618. (2055)

RECEPTION Engineer required, Vauxhall-Bedford experience preferred but not essential. 5-day week; pension scheme.—Write giving details of experience, age and salary required to Service Manager, Shaw and Kilburn Ltd., Western Avenue, Acton, W.3. (2056)

## SITUATIONS WANTED

PROFESSIONAL gentleman requires active directorship in small motor manufacturing firm or large expanding garage business, necessary capital is available.—Box 0062. (2130)

## HOTELS

SOMERSET: Shapwick Manor Guest House, Shapwick, nr. Bridwater. Ideal touring centre or restful holiday, large gardens, own produce, interior sprung mattresses.—Leaflet sent on request. (1718)

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ON the Dorset coast, this delightful country hotel, with every modern amenity, has an old-world charm, fully licensed; balcony; A.A. and R.A.C.; 8-9½ guineas.—Moonlight Hotel, Near Weymouth. (1596)

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A.90 wanted, Saloon or Estate Car; cash offered for genuine privately used low mileage car.—Box 0426. (2076)

WANTED 1955 Austin-Henley, red, Le Mans specification; full details including price.—Box 0306. (2044)

WANTED Austin hire car or taxi (petrol or diesel).—Full particulars and price to Northern Pioneers, Road, Stourton, Leeds. 10, Phone 78860. (2047)

WANTED experienced Car Salesman required by West End motor agents and distributors. Excellent salary, commission and pension scheme.—Box No. 0306. (2068)

## CARS WANTED

WANTED speed twin, any condition.—28, Warwick Road, New Southgate, N11, London. (2057)

PRIVATE buyer requires immediate TR2.—All details to 86, Daventry Road, Oxford. (2019)

WANTED TR2 preferably with hardtop; would exchange immediate low mileage 1954 phase II Vanguard.—5, The Avenue, Middlesbrough. (2066)

TR2 wanted in exchange for 1954 Ford Zephyr; convertible; fitted extras.—Apply Box 0326. (2027)

TRIUMPH Roadster or Austin A.90 Atlantic in good condition; around £225—56, Clegganry Road, E. Dulwich, S.E.22. (2079)

WANTED post-war Estate Car; good condition; private buyer.—Price and particulars to Box No. 0408. (2044)

HUMBER Hawk Estate Car model VI; small mileage; must be in good condition.—Galway Smith Ltd., Domestic Street, Leeds 11. Tel. 80887. (2074)

LOW mileage, sun roof, realistic price; cash.—Dennis, Meadow View, Caxton, Cornwall. (2086)

ADVERTISER wishes to purchase Cadillac or Buick 1954 or later with right-hand drive.—Hill, Wymondham, Norfolk, Mowbray, Leics. (2073)

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W. JACOBS & SON, LTD., Mill Garage, Chigwell Road, South Woodford, E.18, Wansford 7782/4/5. (2048)

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REPAIRS: gears; gearboxes (1952/56); seat covers from £8.—Tarrant and Fraser, 10, Winchester Mews, N.W.8. (2047)

## NEW CARS

## ARMSTRONG SIDDELEY

NEW Sapphire 226, manumatic/overdrive, black/grey.—Dun's Motors Ltd., Distributors East Street, Tavistock, Devon. Telephone 2607. (2064)

## FORD

POPULAR, black from stock; terms, exchange.—Tarrant and Fraser, 10, Winchester Mews, N.W.8. Tel. 6159. (N1410)

HILLWOOD MOTORS: Ford Consul Saloon, immediate delivery; confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. Tel. 4222. (2077)

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NEW Humber Super Snipe finished in Borriss blue/white grey with blue-grey upholstery; for immediate delivery at pre-Budget price; confidential terms and part exchanges.—Abington Motors Ltd., Wellington Road, Northampton. Phone Northampton 21689. (2077)

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HILLWOOD MOTORS for Jaguars; new series 'M' saloon with automatic drive in stock; confidential terms; part exchanges.—565, Watford Way, Mill Hill, N.W.7. Tel. 4232. (2077)

BRAND new 'D' type Jaguar immediate delivery. Best offer accepted; part exchange and hire purchase terms available.—Brian Naylor, 61, Wellington Road, South, Stockport, Cheshire. Tel. Stockport 4234-6134. (2066)

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MERCEDES-BENZ 220A Saloon, new; half ops; pre-Budget price.—Nixon's Garage, Newcastle, Staffs. Telephone 80154. (2053)

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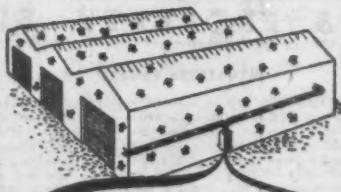


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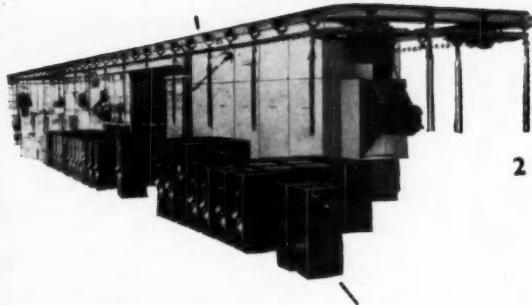
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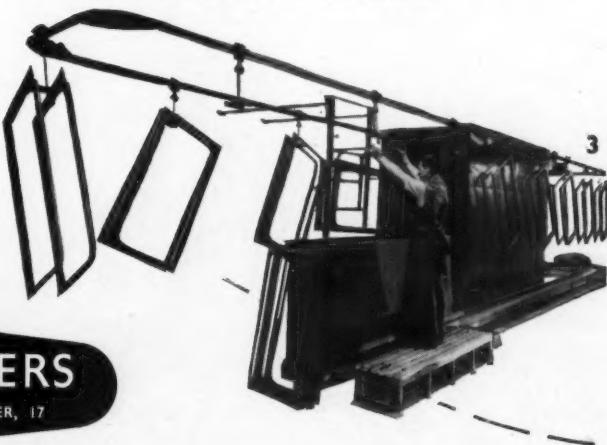


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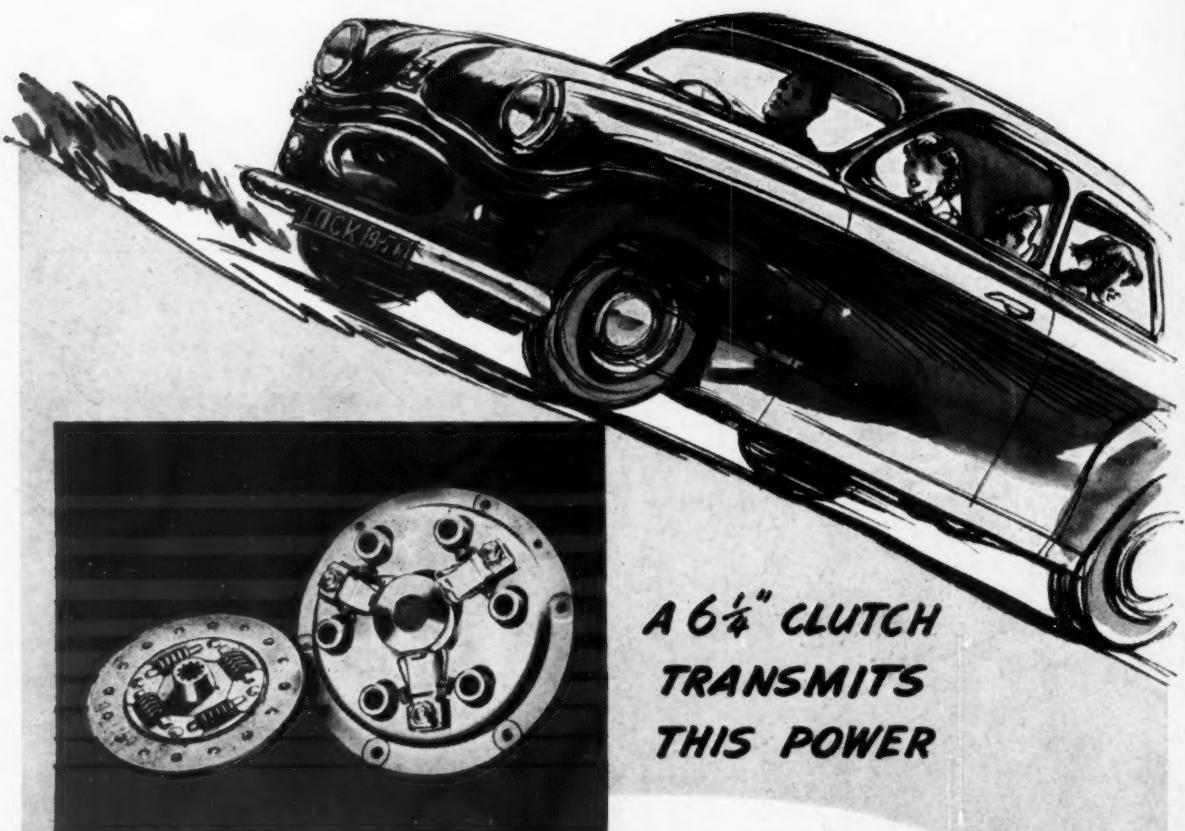


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